

# MICHIGAN DEPARTMENT OF TRANSPORTATION



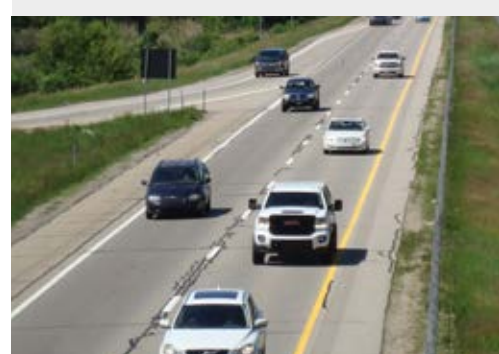
## 2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM

*Draft presented to the State Transportation Commission on Aug. 3, 2023*





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# Introduction from Director Brad Wieferich

DEAR READER:

I am pleased to present to you the 2024-2028 Five-Year Transportation Program (5YTP). This document contains a list of projects under MDOT's authority planned for funding and construction over the next five years, representing a \$15.6 billion total of multimodal transportation investments.

MDOT updates its 5YTP annually with the intent to present the public with the opportunity to provide input on our progress toward creating and maintaining an equitable, resilient, and sustainable transportation system, as well as challenges we face in meeting those objectives.

MDOT has made significant progress in these areas since 2020 with support from Gov. Gretchen Whitmer's \$3.5 billion Rebuilding Michigan Program, additional federal dollars through the Bipartisan Infrastructure Law (BIL) of 2022, and nearly \$200 million in discretionary grants successfully pursued since 2021 for several impactful projects, including future building of the New Center Intermodal Facility, rebuilding of and community reconnections around I-375, reimagining US-12 from I-96 to Cass Avenue as an innovative multimodal corridor, and rebuilding of the deck plaza over I-696 in Oak Park to reconnect communities in the area.

This five-year program continues to build on these past successes and create new opportunities for the future. However, one of our primary challenges continues to be funding certainty. The costs of developing and maintaining our transportation infrastructure are significant and, at current investment levels, we are anticipating a gradual and continuing decline in pavement and bridge conditions. To improve and meet our statewide goals for pavement and bridges in good or fair condition, an estimated \$2.65 billion in additional investment per year is needed.

While there are no turnkey solutions for meeting and balancing our goals, MDOT continues to collaborate with our partners, peers, and leaders in the state and federal legislatures on sustainable funding, and to develop and implement cost-effective solutions that balance multimodal accessibility with improved road conditions, equitable distribution of project benefits, and enhancing the resiliency of our network.

As we continue to move Michigan toward a better transportation future, it is vital that we continue to hear from you. Comment opportunities are posted regularly on [www.Michigan.gov/MDOT](http://www.Michigan.gov/MDOT) along with updates about all our programs and activities. We at MDOT appreciate your interest and participation in the transportation planning process

Sincerely,

Bradley C. Wieferich, P.E.  
Director



*"MDOT continues to collaborate with our partners, peers, and leaders in the state and federal legislatures on sustainable funding, and to develop and implement cost-effective solutions that balance multimodal accessibility with improved road conditions, equitable distribution of project benefits, and enhancing the resiliency of our network."*

*– Brad Wieferich, MDOT Director*

# 5YTP Requirements, Objectives and Process

## 5YTP Requirements and Objectives

The Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) is a state-required document that presents a high-level overview of planned investments in transportation programs and projects over a five-year period. Produced annually, each 5YTP overlaps across a four-year interval, while adding a fifth year of projects. This document provides information on investments for the five-year period spanning 2024–2028.

The 5YTP covers all components of the transportation network for which MDOT is responsible, including highways, bridges, bus, rail, aviation, marine, and active transportation. The 5YTP informs the federally required [State Transportation Improvement Program \(STIP\)](#), providing the foundation for short-range planning and program development. The investment strategies, goals, and projects highlighted in these pages are established to be consistent with [State Long-Range Transportation Plan \(SLRTP\)](#) and [State Transportation Commission \(STC\)](#) goals and priorities, ensuring a comprehensive approach to decision-making that prioritizes preservation of the transportation network and a safe and connected system for Michigan’s citizens.

MDOT’s mission of “serving and connecting people, communities, and the economy through transportation” can only be accomplished when key stakeholders are identified and brought into the planning process. The 5YTP provides this opportunity each year, with a 30-day comment period typically during the summer season. Feedback received is recorded, responded to, and summarized in the final document, delivered to the Michigan Legislature before March 1 each year.



Figure 1: Five-Year Transportation Program Process

## 5YTP MAIN OBJECTIVES:

1

Provide strategic direction and proactive monitoring of progress toward achieving established asset management goals for the trunkline system, accounting for changing needs and constraints.

2

Review state and federal revenues available to support the trunkline program, as well as the aeronautics, passenger transportation, and rail programs.

3

Provide meaningful input opportunities to the public and other stakeholders on planned investments over the next five years.

4

Serve as a key internal and external resource supporting successful program delivery.

## 5YTP Process

The development of the 5YTP is a rolling, year-long, multi-stage process that connects the goals, objectives, policies, and programs of statewide planning with input from the public and sets the stage for successful program delivery and evaluation. Each year, the first year of projects is implemented, a new year is added, and program and project adjustments are made to the other years, as required. The steps in this process are shown below. More information can be found on the MDOT 5YTP webpage at [www.Michigan.gov/MDOT5YearProgram](http://www.Michigan.gov/MDOT5YearProgram).

# Role of the State Long-Range Transportation Plan

The SLRTP provides the foundational framework for long-range transportation planning and policy for MDOT and Michigan. MDOT’s SLRTP, known as Michigan Mobility 2045 (MM2045), provides the Vision, Guiding Principles, Goals, Objectives, and Strategies for developing a multimodal transportation system that serves all people in the state of Michigan over the next 25 years. The projects included in this 5YTP closely follow the directives outlined in the plan. Visit [www.Michigan.gov/SLRP](http://www.Michigan.gov/SLRP) for more information on MM2045.



**Vision**

In 2045, Michigan's mobility network is safe, efficient, future-driven, and adaptable. This interconnected multimodal system is people-focused, equitable, reliable, convenient for all users, and enriches Michigan's economic and societal vitality.

Through collaboration and innovation, Michigan will deliver a well-maintained and sustainably funded network where strategic investments are made in mobility options that improve quality of life, support public health, and promote resiliency.

## Goals and Objectives

- Quality of Life:** Enhance quality of life for all communities and users of the transportation network.
- Economy and Stewardship:** Improve the movement of people and goods to attract and sustain diverse economic opportunities while investing resources responsibly.
- Safety and Security:** Enhance the safety and ensure the security of the transportation network for all users and workers.
- Mobility:** Enhance mobility choices for all users of the transportation network through efficient and effective operations and reliable multimodal opportunities.
- Partnership:** Strengthen, expand, and promote collaboration with all users through effective public and private partnerships.
- Network Conditions:** Through investment strategies and innovation, preserve and improve the condition of Michigan's transportation network so that all modes are reliable, resilient, and adaptable.

## Approved Strategies

- Prioritizing Safety:** Promoting safe behaviors, improvements with proven safety benefits, and partnerships.
- Providing Accessibility and Mobility for All:** Improving reliability, enhancing mobility, improving equitable access and development of projects through the lens of equity.
- Building Resilience:** Identifying and addressing network and organizational risks and develop an implementation plan.
- Technology:** Prepare for adoption of connected and autonomous vehicles (CAVs), evaluate and adopt emerging technologies, and support standards-based approaches to deployment.
- Managing Resources Responsibly:** Utilize asset management principles, streamline processes, and right-size the network and systems.
- Supporting Michigan’s Health:** Supporting initiatives that improve air quality, preserve natural resources, and encourage healthy lifestyles.
- Working Together:** Expand public and private partnerships and ensure decision-making groups reflect Michigan’s character and integrity.
- Economic Vitality:** Promote freight service, and support transit-oriented development (TOD), innovation and education.



# 2024-2028 5YTP Project Highlight Focus Areas

Each year, MDOT conducts a Highway Call for Projects that contributes to meeting MDOT’s asset condition goals and advances the strategies and vision of MM2045. This 5YTP highlights select projects with a focus on equity and inclusion, transportation resiliency, and Complete Streets/multimodal elements in their planning and design. Where each project and type of work involves one or more of these elements, an icon is included, as shown below.

## Equity and Inclusion



MDOT has been and continues to be committed to a just and equitable process of project development and selection that balances safety, performance, and environmental concerns with community values and needs. This 5YTP highlights several projects where equity and inclusion are a major part of the planning process, with distribution of benefits to underserved populations such as low income, minority, and/or persons with disabilities. Examples include consideration of affordable, accessible, and reliable transportation options and analysis and mitigation of adverse environmental health and/or safety conditions.

## Transportation Resilience



MDOT is preparing for altered climate conditions by developing projects to be able to adapt, respond to, and recover quickly from all hazards. In addition to physical infrastructure, this includes threats to information technology systems such as cyberattacks. Projects that contribute to safety and sustainability and reduce vulnerability of critical assets, including those with anticipated positive impacts in areas including but not limited to air quality, energy efficiency, and emergency response, are highlighted in this 5YTP.

## Complete Streets/ Multimodal



MDOT takes a multimodal approach to projects and is committed to improving safety, mobility, and accessibility through programs such as Main Streets and Complete Streets. Projects that include enhancements of nonmotorized and active transportation connections, such as protected bicycle lanes, multi-use paths, transit amenities, and public art, are highlighted in this 5YTP.

## Rebuilding Michigan Program



Gov. Gretchen Whitmer’s [Rebuilding Michigan Program \(RBMP\)](#) is focused on rebuilding state highways and bridges that are critical to the state’s economy and carry the most traffic. The program, unanimously approved by the STC in January 2020, allows MDOT to deliver an enhanced program with an additional \$3.5 billion in bonds to finance new and modified road building projects across the state between 2020 and 2025. RBMP is aimed at advancing fixes that result in longer road life and begin bringing trunkline pavement up to 90 percent in “good or fair” condition.

# Featured Region Highway Projects

The following sections feature region highway projects that are contributing to MDOT’s focus on equity and inclusion, transportation resiliency, and Complete Streets and multimodal accommodations. More info on these and other projects can be found at [www.Michigan.gov/MDOT/Projects-Studies](http://www.Michigan.gov/MDOT/Projects-Studies).



## BAY REGION Rebuilding in 2026-2028



I-475 is an interstate bypass route serving downtown Flint. A planning and environmental linkages (PEL) study was completed last year, identifying alternatives that reflect the vision and values of the greater community. MDOT is examining the potential to "right-size" the interstate through a potential lane reduction while also looking at the possibility for enhanced bridges for better connectivity in the community through multimodal transportation, such as nonmotorized paths, sidewalks, and greenspace.



## GRAND REGION Rebuilding in 2024-2025



I-96 is the only east-west interstate that connects Grand Rapids to Lansing, Detroit, and international markets. Starting in 2024, with RBMP financing, MDOT will rebuild I-96 between Bliss Road and M-66, with joint repairs between M-66 and Sunfield Road. The project includes upgrading culverts to maximize natural stream flow, addressing higher rainfall events, and reducing the potential of flooding over the road, as well as resurfacing the existing carpool lot.



## METRO REGION Rebuilding in 2025

Michigan Avenue



This project will rebuild 1.9 miles of US-12 (Michigan Avenue) from I-96 to Cass Avenue to create a multimodal corridor in downtown and Corktown Detroit. The project will include dedicated transit and CAV lanes between I-96 and M-1, state-of-the-art improvements for pedestrian, cyclists, and transit users, as well as mid-block crossings, curb bump-outs, dedicated turn lanes, restriction of through-lanes, and relocation of transit stops to improve pedestrian safety.

### US-12 (Michigan Avenue) Illustrations of Locally Acceptable Alternatives at 14th and Trumbull Streets



US-12 (Michigan Avenue) at 14th Street



US-12 (Michigan Avenue) at Trumbull Street



## Featured Region Highway Projects



### NORTH REGION Rebuilding in 2025



This project will rebuild 2.2 miles of M-72 (Grandview Parkway) from US-31 (Division Street) to M-22 and M-22 (SW Bay Shore Drive) from M-72 to Cherry Bend Road in Traverse City and Elmwood Township. This project will restore the surface condition and ride quality to good condition, address drainage issues, replace sidewalks and nonmotorized paths, improve connections to the Traverse Area Recreation and Transportation (TART) trail, upgrade Americans with Disabilities Act (ADA) ramps, and install a roundabout at the M-72/M-22 intersection.



### SOUTHWEST REGION Rebuilding in 2027-2028



In partnership with the City of St. Joseph, this project will replace pavement, storm, and sanitary sewers, and the water main along M-63/I-94 Business Loop (BL). Paved areas are being updated to accommodate nonmotorized and streetscape improvements. This project is utilizing an innovative contracting method to support the city, contractor, and MDOT working together to deliver the community's vision for the downtown.



### SUPERIOR REGION Rebuilding in 2026



This project will rebuild 0.4 miles to provide 11-foot lanes, 6-foot shoulders, and new drainage improvements. M-123 serves as a designated off-road vehicle (ORV) trail and MDOT has been engaged with the community to develop a solution to provide separate shoulder ORV trails, new pedestrian sidewalks, and a shared-use path. Paradise is also seeking funds to add other streetscape elements to the project to visually enhance the look of the downtown area.



### UNIVERSITY REGION Rebuilding in 2026



This project will rebuild 1.3 miles on I-94 BL from Dwight Street to Bender Street, with the goal of improving safety, traffic flow, lighting, and nonmotorized facilities. The project will include curb and gutter replacement, signal modernization, and upgrades to the storm sewer and water main. Community outreach and engagement is planned to provide input on pedestrian safety improvement and nonmotorized facilities for the project.

M-123 in Paradise



## Major Highway Project Updates

The following sections feature major highway projects and how they are contributing to MDOT's focus on equity and inclusion, transportation resiliency, and Complete Streets and multimodal accommodations. More info on these projects can be found at [www.Michigan.gov/MDOT/Projects-Studies](http://www.Michigan.gov/MDOT/Projects-Studies) as well as individual project links below.



Modernization  
Project

### CITY OF DETROIT 2053 Completion Expected



The I-94 Modernization Project addresses the rebuilding of 7 miles from east of the I-96/I-94 interchange to east of Conner Avenue in the city of Detroit. Included are rebuilding 67 bridges and two major interchanges at M-10 (Lodge Freeway) and I-75 (Chrysler Freeway), widening shoulders, and adding one lane in each direction to relieve congestion, lengthening of entrance and exit ramps, and providing other improvements to increase safety and provide greater mobility for motorized and nonmotorized transportation. Visit [I94Detroit.org](http://I94Detroit.org) for updates.



### CITY OF DETROIT Completion to be determined



The Gordie Howe International Bridge (GHIB) Project is a new freeway-to-freeway border crossing system between Detroit, Michigan, and Windsor, Ontario. With direct connections to highways in each country, the crossing will improve the flow of international trade between the United States and Canada. In addition, the project is investing in improvements near the U.S. Port of Entry (POE), including five pedestrian bridges crossing I-75, a 6-foot protected cycle track on Fort Street between Green and Junction streets, and a greenway to connect pedestrians and cyclists from the GHIB to I-75 crossings and the pedestrian bridge at Junction Street. The GHIB will be publicly owned by the State of Michigan and the government of Canada, with the Windsor-Detroit Bridge Authority (WDBA) overseeing the work of the public-private partnership (P3), managing the concession agreement and payments, and setting and collecting tolls. More information on the project can be found at [GordieHoweInternationalBridge.com](http://GordieHoweInternationalBridge.com).



### CITY OF PORT HURON Completion to be determined



The Blue Water Bridge (BWB) spans the St. Clair River and carries international traffic between Port Huron, Michigan, and Point Edward and Sarnia, Ontario. Located near the I-94/I-69 interchange, the bridge is a critical gateway with Canada. This project is anticipated to improve air quality with more inspection booths and secondary inspection areas, reducing the number of waiting trucks. The onsite examination facility will reduce the risk of undetected hazardous goods moving through local streets. Additionally, local city streets and entrances will be improved to allow clear egress to the plaza, and a new duty-free store will be built and located in the outbound direction, accessible without using local roads. All buildings will be certified LEED Silver with much attention given to sustainability.



### OAKLAND COUNTY 2025 Completion Expected



The I-75 Modernization Project encompasses the widening and rebuilding of approximately 18 miles of urban and rural freeway in Oakland County, along with the implementation of the first high-occupancy vehicle (HOV) lane in Michigan. The project also includes rebuilding several pedestrian bridges for improved safety and ADA accessibility; providing new noise walls for communities in Hazel Park, Madison Heights, Royal Oak, and Troy; and a storage and drainage tunnel to reduce the number of sewer overflows into the Red Run Drain, Clinton River, and Lake St. Clair. Up-to-date information on improvements can be found at [Modernize75.com](http://Modernize75.com).



# Major Highway Project Updates

## I-94 Modernization – Second Avenue Bridge Over I-94



## Modernize 75 – Southbound I-75 Over 12 Mile Road Progress as of April 2023



# Featured Public Transportation and Aeronautics Projects

Mobility gaps are a key indicator of inequities in our transportation network. Innovation and modern technology can be used to fill the gaps to provide greater levels of environmental justice, equity, and accessibility. This section highlights current and planned Public Transportation and Aeronautics projects and innovations during the FY 2024-2028 timeframe.



## LOCAL BUS

## COVID-19 Research Demonstration Grant



In 2021, MDOT was awarded a \$600,000 COVID-19 Research Demonstration Program grant for two projects. The first project will demonstrate Quantum automated wheelchair securements on buses at four transit agencies around the state. These devices eliminate the need for drivers to manually secure wheelchairs on the bus, allowing for improved social distancing and safety for both passengers and operators. Quantum devices have been installed and are in use at agencies in Port Huron, Saginaw, and Jackson; the Western-Washtenaw Area Value Express expects to install them in 2023. The second project will provide a contactless fare payment system at Charlevoix County Public Transportation, which will integrate with the agency's computerized dispatch system.

## MOBILITY INNOVATION

## Mobility as a Service (MAAS)



Mobility as a Service (MaaS) is the integration of various transport services, such as public transport, car, bike-sharing, and/or taxi, into a single mobility platform. The ability to easily access up-to-date information about transportation services available throughout the state is a need that was amplified by the global pandemic. MDOT's Office of Passenger Transportation (OPT), with assistance from consultant firm HNTB, is preparing to implement a statewide MaaS platform that will incorporate apps that allow trip planning, scheduling, and payment across multiple modes. A Request for Proposals to launch the platform is expected to be issued in late 2023, with deployment anticipated in 2025.

## MOBILITY INNOVATION

## Contactless Fare Systems



MDOT is providing support for transit agencies piloting contactless fare systems that allow riders to purchase fares on their smartphones. Eliminating the handling of cash improves financial security, mitigates potential viral contamination, and improves customer experience. Several transit agencies, including the Ann Arbor Area Transportation Authority, Detroit Department of Transportation, Suburban Mobility Authority for Regional Transportation (SMART), Bay Area Transportation Authority, Charlevoix County Public Transportation, Cadillac/Wexford Transit Authority, and Roscommon County Transportation Authority, are using mobile fare-payment technology.



Featured Public Transportation and Aeronautics Projects

RAIL | Kalamazoo-to-Dearborn  
Corridor Trespass Prevention



In 2020, MDOT was selected for the 2020 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant for preliminary engineering, final design, and construction for trespassing prevention-related improvements to enhance the safety along MDOT’s Michigan Line between Dearborn and Kalamazoo. The project includes installation of fencing, improvement to at-grade crossings, improvement to pedestrian channelization to legal railroad crossings, trespass monitoring devices, and other appropriate capital improvements determined through the needs assessment process. Specific locations of improvement will be areas where trespassing has resulted in strikes or near misses in the past. Construction is planned to begin in summer 2023.

AERONAUTICS | Hillsdale Municipal Airport



Hillsdale Municipal Airport is modernizing to meet the demands of the community and will take the next step in meeting this demand by relocating its terminal to the northeast corner of the newly built apron, greatly improving the safety and efficiency of airport operations. The building of a new terminal will also be a community draw and spur future fixed-base operator (FBO) opportunities and hangar additions. This location, conveniently located near the airport’s newly built fuel facility with ample adjacent property, will elevate the safety and quality of service that Hillsdale Municipal Airport can provide, and allow the airport to grow unimpeded.

AERONAUTICS | Gerald R. Ford International Airport



As part of the ongoing terminal gate expansion project, funding will be used to install eight new passenger boarding bridges. The new boarding bridges will provide enhanced accessibility for all passengers by eliminating the need for ground-level loading and will enhance energy efficiency with pre-conditioned air and auxiliary power.



Gerald R. Ford International Airport

2024-2028 Transportation Program Funding

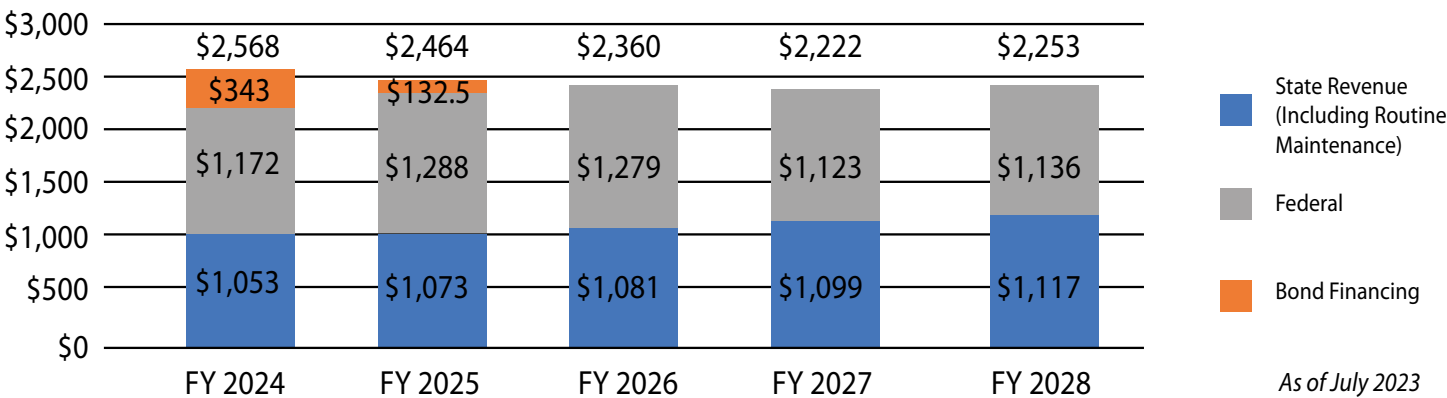
The MDOT 5YTP is supported by a combination of state and federal funding sources. Highway Program funding comes from the Federal Highway Administration’s (FHWA) Highway Trust Fund (HTF), the State Trunkline Fund (STF), and state bond financing. The Public Transportation program is funded with federal discretionary and formula programs and the Michigan Comprehensive Transportation Fund (CTF). Public Act 51 of 1951 (Act 51) mandates how state transportation funds are distributed between MDOT and local entities and directs the primary sources of transportation revenue between the STF for state trunkline roads and bridges, local road agencies, and the CTF. The total funding available for the Highway, Public Transportation (rail, bus, public transit, marine) and Aeronautics programs in this 5YTP is just under \$16.6 billion.

Highway Program Funding

The total federal and state highway program funding expected for FY 2024-2028 is just under \$11.9 billion, including \$475 million in state bond financing as part of Gov. Whitmer’s RBMP. Federal revenue accounts for approximately 51 percent of this total, and includes general fund appropriations from the BIL, authorized in November 2022, approximately \$200 million in discretionary grants awarded for specific projects, and an expected 2 percent annual federal revenue growth rate through FY 2026.

State revenues are supported by state fuel tax rates tied to an expected growth rate of 2.6 percent, state vehicle registration fees, and \$234.6 million per year in an income tax redirect from the General Fund, with an average of \$34.8 million in excise tax on recreational marijuana appropriated annually.

Estimated Capital Highway Program Funding FY 2024-2028: \$11.9 billion



Rail, Bus, Public Transit, Marine, and Aeronautics Programs Funding

The total federal and state Public Transportation Program funding, which includes local bus, intercity bus, marine passenger, vanpooling, port, freight rail, and passenger rail, is \$3.7 billion for FY 2024-2028. Federal estimates for bus and marine include annual increases in Federal Transit Administration (FTA) formula funds and discretionary funds. For rail and port, the BIL provides competitive funding opportunities for passenger, crossing, freight, and port projects, but no ongoing federal revenue other than for grade crossing safety programs. The CTF is the primary source of state funding for capital and operating expenses in the Public Transportation Program, and the FY 2024 budget includes a CTF increase of 19.6 percent over FY 2023 levels. Of the increase, 53.5 percent is for bus and marine, and 46.5 percent for rail and port, including funding for one-time projects.

The total federal and state Aeronautics Program is \$989 million for FY 2024-2028. Federal revenue for Aeronautics is estimated on funding levels from previous years, as a new authorization act from the Federal Aviation Administration (FAA) is yet to be approved. Aeronautics state revenue comes from the State Aeronautics Fund (SAF), which comes from sales tax and excise tax on aviation fuel and the Airport Parking Tax.

# 2024-2028 Transportation Program Investment

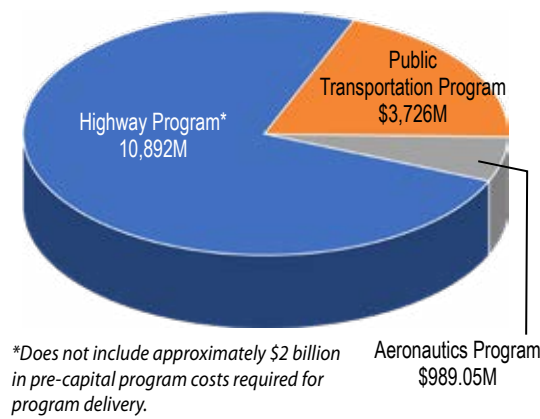
MDOT develops investment strategies accounting for factors that include revenue trends, achieving and maintaining a state of good repair, federal and state law, level of service provided by the system, minimizing risks, and public input. For FY 2024-2028, MDOT is anticipating a total investment of \$15.6 billion.

## Highway Program

MDOT’s 2024-2028 Trunkline Highway Capital Program investment is estimated at \$10.9 billion. This total reflects investments for both pre-construction (scoping, design, environmental clearance, and right of way acquisition) and construction activities. This investment is expected to provide Michigan travelers with an average of:

- 1,244 lane miles of improved roads per year over the next five years, covering:
  - Replacement and improvement of 291 lane miles per year,
  - Extending the life of 620 lane miles each year through capital preventive maintenance (CPM),
  - 33 miles per year of freeway and non-freeway resurfacing, and
  - Repair or replacement of 121 bridges per year.

FY 2024-2028 MDOT Transportation Program  
\$15.6 billion



| Trunkline Highway Capital Program (in millions) | FY 2024        | Five-Year Total | Annual Average |
|---|----------------|-----------------|----------------|
| Repair and Rebuild Roads*                       | \$1,427        | \$5,111         | \$1,022        |
| Repair and Rebuild Bridges**                    | \$455          | \$1,845         | \$369          |
| Routine Maintenance                             | \$476          | \$2,499         | \$500          |
| Safety and System Operations                    | \$195          | \$906           | \$181          |
| Additional State and Federally Funded Programs  | \$95           | \$531           | \$106          |
| <b>TOTAL</b>                                    | <b>\$2,648</b> | <b>\$10,892</b> | <b>\$2,178</b> |

\*Including Trunkline Modernization.  
\*\*Includes \$40 million in FY 2024 and \$600 million total from FY 2024 to 2028 for ongoing Blue Water Bridge Plaza work accounted for in previous years.

## Rail, Bus, Public Transit, Marine, and Aeronautics Programs

MDOT’s 2024-2028 Public Transportation (rail, bus, public transit, marine) and Aeronautics programs are estimated at \$4.7 billion, with \$3.7 billion in Public Transportation covering \$2.9 billion in Bus and Marine, \$801 million in Rail, and \$989 million in Aeronautics investments. These investments will provide essential support for developing and maintaining a vibrant and sustainable multimodal transportation system that provides safe and easy movement of people and goods throughout the state.

| Public Transportation and Aviation Investment Strategy (in millions) | FY 2024           | Five-Year Total   | Annual Average*** |
|--|-------------------|-------------------|-------------------|
| <b>PUBLIC TRANSPORTATION PROGRAM</b>                                 |                   |                   |                   |
| Local Bus, Intercity Bus, Passenger Rail, Freight Rail, and Ports*   | \$764             | \$3,726           | \$741.3           |
| <b>AERONAUTICS</b>   |                   |                   |                   |
| Airport Improvement Program (AIP)                                    | \$120             | \$600             | \$120             |
| BIL Airport Programs   | \$120             | \$360             | \$72              |
| Air Service Program (ASP)**  | \$5.05            | \$9.05            | \$1.8             |
| State/Local Program  | \$2               | \$10              | \$2               |
| Advanced Air Mobility Program  | \$10              | \$10              | \$2               |
| <b>TOTAL</b>   | <b>\$1,021.05</b> | <b>\$4,715.05</b> | <b>\$939.1</b>    |

Subject to appropriation of state and federal funds. \*Includes only state and federal expenditure authority.  
\*\*Includes comprehensive program of needed investments for primary airports and general aviation airports, as identified in the MDOT Airport Improvement Program.  
\*\*\* Public Transportation Program has a one-time increase in FY 2024, so an average from FY 2025 - FY 2028 is used as an annual average.

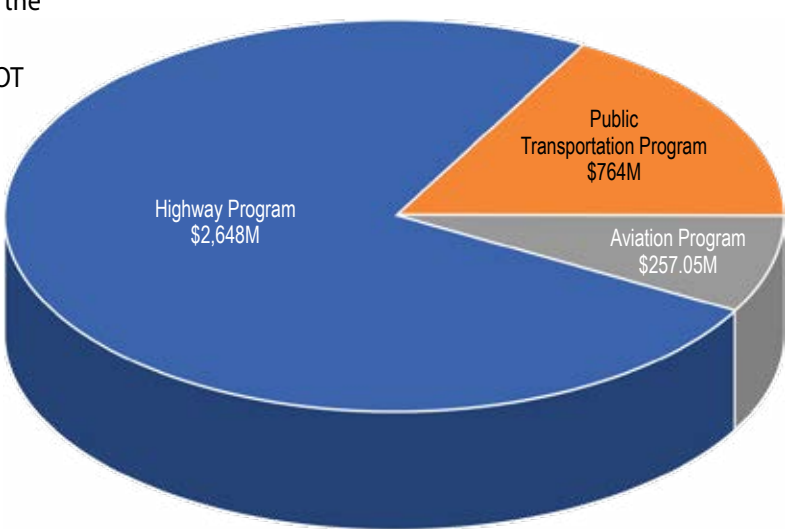
# Highlighting Upcoming FY 2024 Investments

MDOT’s FY 2024 Transportation Program is based on anticipated federal and state revenue and is subject to change based on planning and project development, as well as additional funding sources such as discretionary grants.

MDOT’s \$3.6 billion FY 2024 Transportation Program is a vital part of Michigan’s economy, estimated to support 37,510 jobs by continuing to invest in the preservation of the transportation system, safe mobility for motorists, and efficient system operations. Of that total investment, MDOT will dedicate approximately:

- \$2.6 billion to the preservation, maintenance, safety, and operation of Michigan’s state trunkline roads and bridges.
- A combined \$1 billion for the Aeronautics and Public Transportation programs, providing capital and operating assistance, technical support, and safety oversight for passenger rail, rail freight, aviation, marine and port, and local and intercity bus sectors of Michigan’s transportation system.

FY 2024 MDOT Transportation Program  
\$3.6 billion

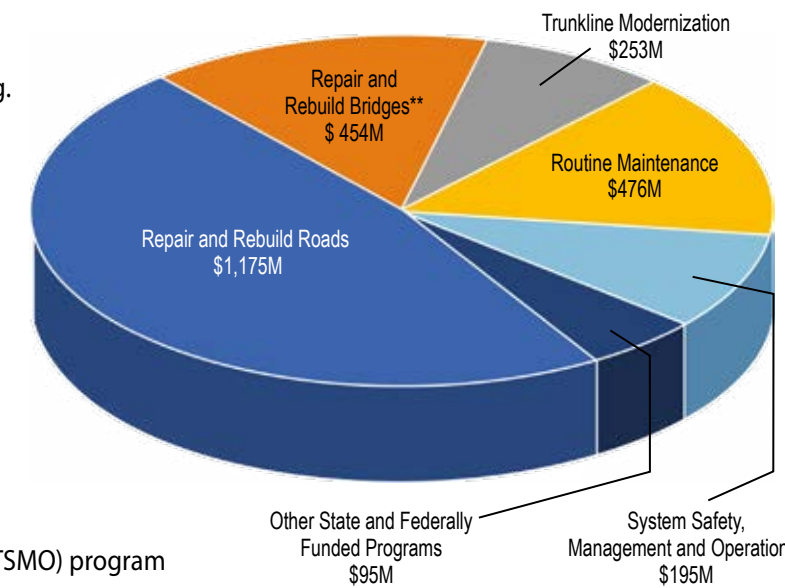


## FY 2024 Highway Program

MDOT’s \$2.6 billion FY 2024 Trunkline program investment will provide Michigan travelers with:

- 1,773 lane miles of repaired and rebuilt roads, with approximately:
  - 401 lane miles of rebuilding and improvements.
  - 991 lane miles of CPM.
  - 382 lane miles of freeway and non-freeway resurfacing.
- Replacement, preservation, and CPM on 209 bridges.
- Trunkline modernization, including Modernize 75 in Oakland County and I-94 Modernization in Wayne County.
- Routine maintenance, including snowplowing, sweeping, grass cutting, and other activities.
- Safety and systems operations, including signs, pavement markings, traffic signals, and other programs that support the safe and efficient operation on the trunkline system.
- Transportation Systems Management and Operations (TSMO) program projects that optimize infrastructure performance, such as intersection improvements, signal upgrades, and dynamic shoulder use.
- Other state and federally funded programs, including nonmotorized facilities, recreational trails, roadside facilities, and workforce development.

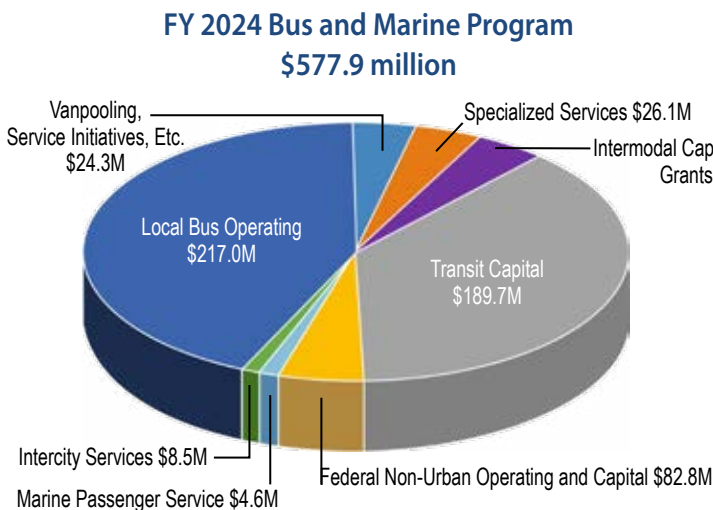
FY 2024 Trunkline Highway Program  
\$2.6 billion



\*Including Safety and System Operations and TSMO  
\*\*Blue Water Bridge (BWB) Plaza work is ongoing and investments are accounted for in previous years.

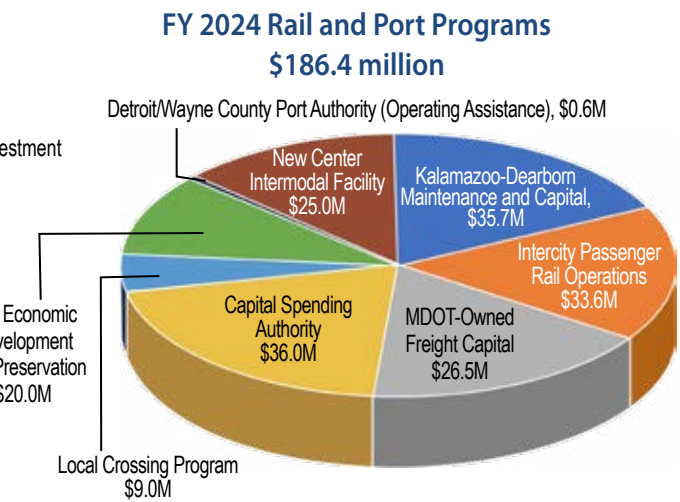
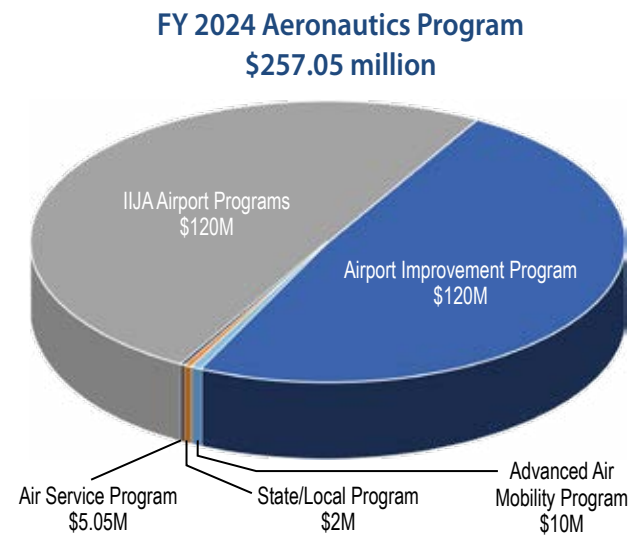


# Highlighting Upcoming FY 2024 Investments



**MDOT's \$577.9 million Bus and Marine programs** investment will support the preservation of existing local transit and marine services, including 78 local bus agencies, four passenger ferry systems, and 38 specialized service providers, as well as:

- Preservation of public transit, ferry, and state-subsidized intercity bus services, including vehicle replacements and infrastructure needs identified through the federally mandated transit asset management (TAM) plans.
- Limited funding for innovative projects, like the Mobility Challenge, including implementation of regional demonstration projects that utilize technology and innovative service models to improve mobility both locally and regionally, such as Quantum automated wheelchair securements, MaaS platform development, and contactless fare systems.
- Includes one-time CTF, GF, and federal funds.



**MDOT's \$186.4 million Rail and Port programs** investment will support operations and capital for passenger and freight rail, safety improvements, and port operations, including:

- Maintenance and capital improvements on the Kalamazoo-Dearborn corridor.
- Grade crossing safety improvements on local roads, with warning device enhancements at 30-40 locations and crossing surface improvements at 40-60 locations.
- Grade crossing safety improvements on the state trunkline at 20-25 locations.
- Support for rail customers through the Freight Economic Development Program; rail infrastructure through the Michigan Rail Enhancement Program; and operating assistance to the Detroit/Wayne County Port Authority.

**MDOT's \$257.05 million Aeronautics Program** investment will:

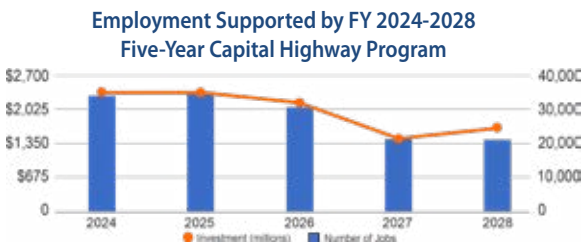
- Apply an asset management approach to reduce system and facility deficiencies and continue updates to the Michigan Aviation System Plan.
- Preserve critical infrastructure, particularly pavements and navigational aids, and protect airspace.
- Support job growth and economic development.
- Support statewide efforts to attract and retain air service through the implementation of the Air Service Program.
- Support emerging aviation infrastructure including uncrewed aircraft systems (UAS), beyond visual line of sight (BVLOS) operations infrastructure, vertical take-off and landing (VTOL) facilities, drone ports, and other projects.

# Economic Impacts of 2024-2028 Investments

The Economic Benefit Analysis (EBA) of the highway, bridge, and passenger transportation programs includes the benefits contributed by the capital and operation investment while the highway and bridge program also include the benefits of travel efficiencies derived by project implementations.

## Highway Program Impacts

The following table and chart display the economic benefits of the \$10.9 billion investment for the 2024-2028 multimodal highway program, including RMBP. As a result, an annual average of 30,990 jobs would be supported, including both new jobs as well as jobs retained, as well as \$16.3 billion in total gross state product and \$13.9 billion in total personal income.

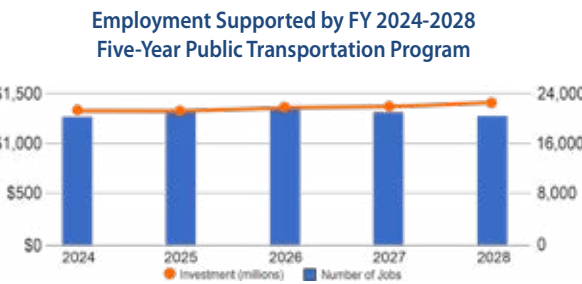


| Employment Supported by FY 2024-2028 Five-Year Highway Program | 2024    | 2025    | 2026    | 2027    | 2028    | Total    | Annual Average |
|--|---------|---------|---------|---------|---------|----------|----------------|
| Investment (million \$)  | \$2,648 | \$2,560 | \$2,164 | \$1,613 | \$1,907 | \$10,892 | \$2,178        |
| Employment Impact (jobs)                                       | 37,510  | 38,662  | 31,956  | 23,107  | 23,714  | 154,949  | 30,990         |
| Gross State Product (million \$)                               | \$3,651 | \$3,942 | \$3,410 | \$2,584 | \$2,702 | \$16,289 | \$3,258        |
| Personal Income (million \$)                                   | \$2,745 | \$3,161 | \$2,964 | \$2,448 | \$2,601 | \$13,919 | \$2,784        |

## Public Transportation Program Impacts

### Local Transit

The following table displays the economic benefit of the \$6.84 billion investment, including federal, state, and local operating revenues, as well as federal and state capital invested in Intercity Bus services, Local Bus operations, and capital costs through apportionments to urban areas from the FTA. The program will support an annual average of 21,419 jobs, which includes both new jobs supported by greater economic competitiveness as well as jobs retained that otherwise would be lost without this transportation investment. In addition, \$11.08 billion in gross state product and nearly \$9.67 billion in personal income benefits are added during this five-year period.



| Employment Supported by FY 2024-2028 Five-Year Public Transportation Program | 2024    | 2025    | 2026    | 2027    | 2028    | Total    | Annual Average |
|--|---------|---------|---------|---------|---------|----------|----------------|
| Investment (million \$)  | \$1,325 | \$1,339 | \$1,366 | \$1,393 | \$1,422 | \$6,844  | \$1,369        |
| Employment Impact (jobs)   | 20,630  | 21,316  | 21,874  | 21,823  | 21,453  | 107,096* | 21,419         |
| Gross State Product (million \$)   | \$1,996 | \$2,127 | \$2,261 | \$2,331 | \$2,363 | \$11,078 | \$2,216        |
| Personal Income (million \$)   | \$1,516 | \$1,760 | \$1,986 | \$2,145 | \$2,267 | \$9,674  | \$1,935        |

\*Total Employment Impact refers to cumulative job-years supported by FY 2024-2028 Transit Program

### Rail Program

Michigan's rail system has approximately 3,600 miles of track operated by 30 railroads and carries nearly 17 percent of the state's freight tonnage. These commodities totaled more than \$166 billion in 2022. As funding permits, MDOT works with the Michigan Economic Development Corp. (MEDC), as well as the Michigan Department of Agriculture and Rural Development (MDARD), to provide support to the state's businesses that need rail, most directly through the preservation of the freight-rail corridors owned by the state and by helping provide access to the system through the Freight Economic Development Program.

## Aeronautics Program Impacts

Access to convenient and efficient air travel is essential to maintaining a competitive advantage in a global economic environment. While commercial airline services are often the most recognizable facet of aviation, general aviation accounts for 97 percent of the nation's airports. These airports support a variety of aviation activities, employing thousands of people and creating millions of dollars in economic impacts. Businesses through the state depend on airports for the movement of goods and personnel. Benefits associated with airports include direct and indirect jobs, wages, and expenditures, as well as the economic ripple effects in the community, enhancing economic activities far from the airport itself. In a state like Michigan, airports serve a vital role in supporting rural communities, particularly in the Upper Peninsula.



# Highway Program Performance Measures and Goals

The Economic Benefit Analysis (EBA) of the highway, bridge, and passenger transportation programs includes the benefits contributed by the capital and operation investment while the highway and bridge program also include the benefits of travel efficiencies derived by project implementations.

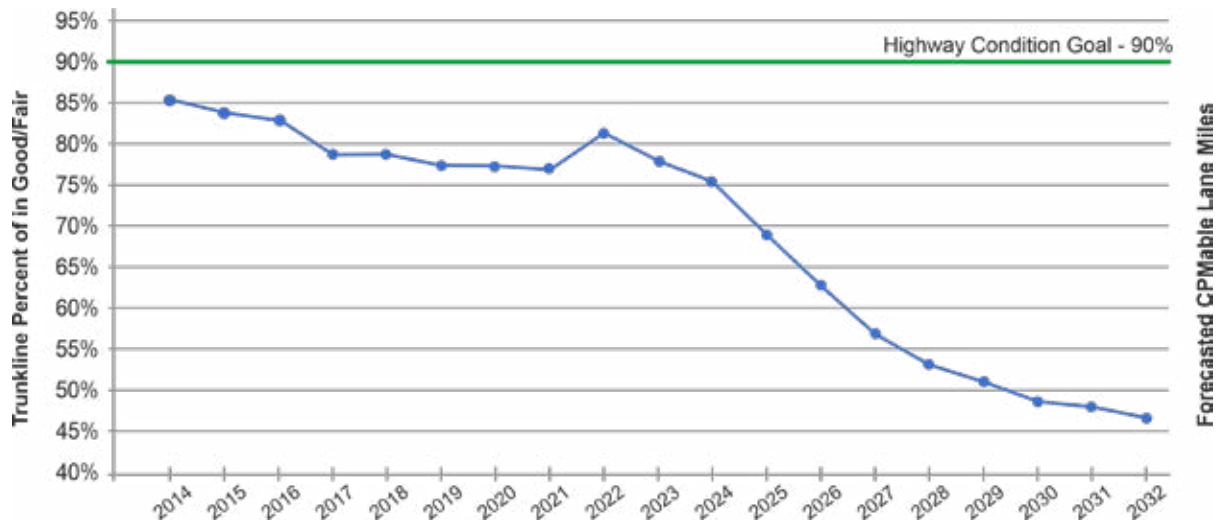
## Trunkline Pavement Condition

The key performance measure for highway pavement used by MDOT is called remaining service life (RSL), defined as the anticipated time in years that a pavement section can continue to provide acceptable levels of service, considering factors such as distresses, structural integrity, ride quality, and functionality. It is typically determined through a combination of performance modeling, visual inspections, and expert judgment. When pavements reach an RSL of two years or less, they are considered "poor". In 1997, the STC established trunkline pavement performance goals of 85 percent of non-freeway pavement and 95 percent of freeway payment (90 percent average) in "good" or "fair" condition. MDOT met this goal in 2007 but has not had sufficient funding to sustain it.

MDOT also uses the federal Pavement Condition Measure (PCM), which is a standardized composite rating of three metrics, including International Roughness Index (IRI), cracking percent, and either rutting or faulting, depending on pavement type. These metrics are used to determine the condition for interstate pavements. If all three metrics on a segment are "good," then a pavement is rated in good condition. If two or more metrics are "poor," a pavement is to be considered in poor condition.

Additional revenue from the RBMP, BIL, and increases to the state gas tax and vehicle registration fees have helped to slow pavement deterioration but projections indicate these funds are not enough to meet pavement goals in future years, or to sustain current conditions.

MDOT Trunkline Forecasted Pavement Condition Based on Historic and Projected Investment FY 2014-2032



# Highway Program Performance Measures and Goals

## Trunkline Bridge Condition

In 1998, the STC established performance goals for state trunkline bridges to achieve by 2008. MDOT met these goals but has not had sufficient revenue to sustain them.

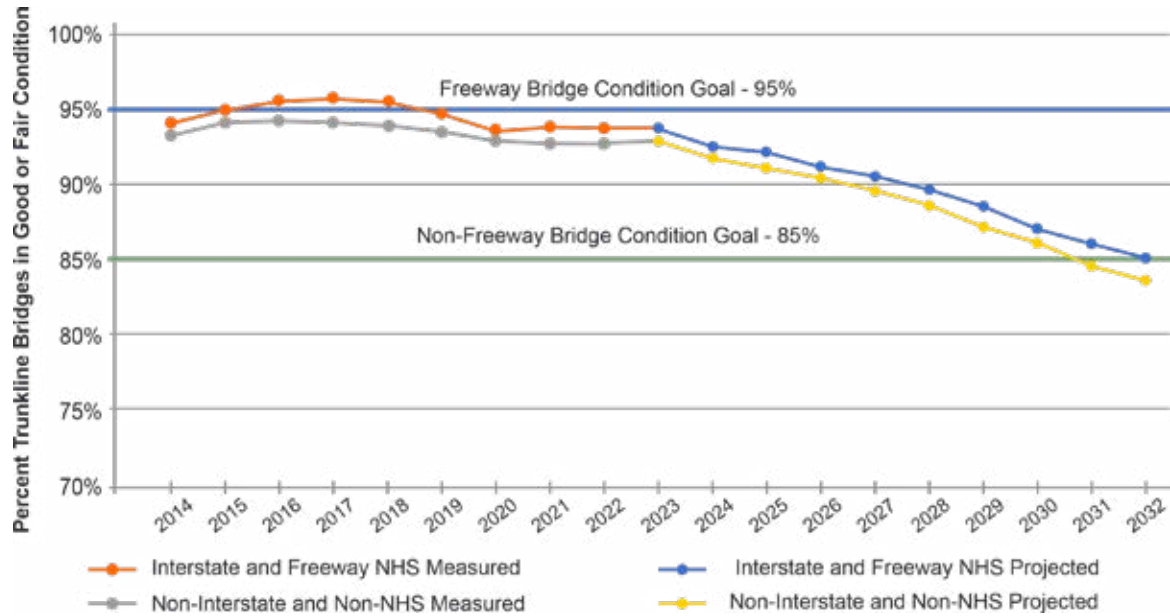
MDOT's Bridge Management System (BMS) is an important part of the asset management approach used by the department to keep infrastructure in the best condition possible. BMS is a strategic approach to linking data, strategies, programs, and projects into a systematic process to ensure desired results. An important tool within BMS is the Bridge Condition Forecasting System (BCFS), which uses current bridge conditions, bridge deterioration rates, project costs, expected inflation, and fix strategies to estimate the future condition of the state trunkline bridge system.

A minimum additional \$250 million above current investment levels is needed each year until 2033 to attain and sustain trunkline bridge performance goals.

Condition ratings are based on a 0-9 scale and assigned for the deck, superstructure, and substructure of each bridge, or as an overall rating for bridge-length culverts. These ratings are recorded in the National Bridge Inventory (NBI) database and are a crucial tool for transportation asset management, as they are used to identify preventive maintenance needs and to determine improvement and replacement projects that require funding.

| NBI Condition Ratings |                |                            |   |
|-----------------------|----------------|----------------------------|---|
| 7-9                   | Good Condition |                            | Routine maintenance candidate.  |
| 5-6                   | Fair Condition |                            | Preventive maintenance and minor rehabilitation candidate.  |
| 4                     | Poor Condition | Poor                       | Major rehabilitation or replacement candidate.  |
| 2-3                   |                | Serious or Critical        | Emergency repair or high-priority major rehabilitation or replacement candidate. Unless closely monitored, it may be necessary to close until corrective action can be taken. |
| 0-1                   |                | Imminent Failure or Failed | Major rehabilitation or replacement candidate. Bridge is closed to traffic.   |

MDOT Trunkline Bridge Condition Forecast FY 2014-2032



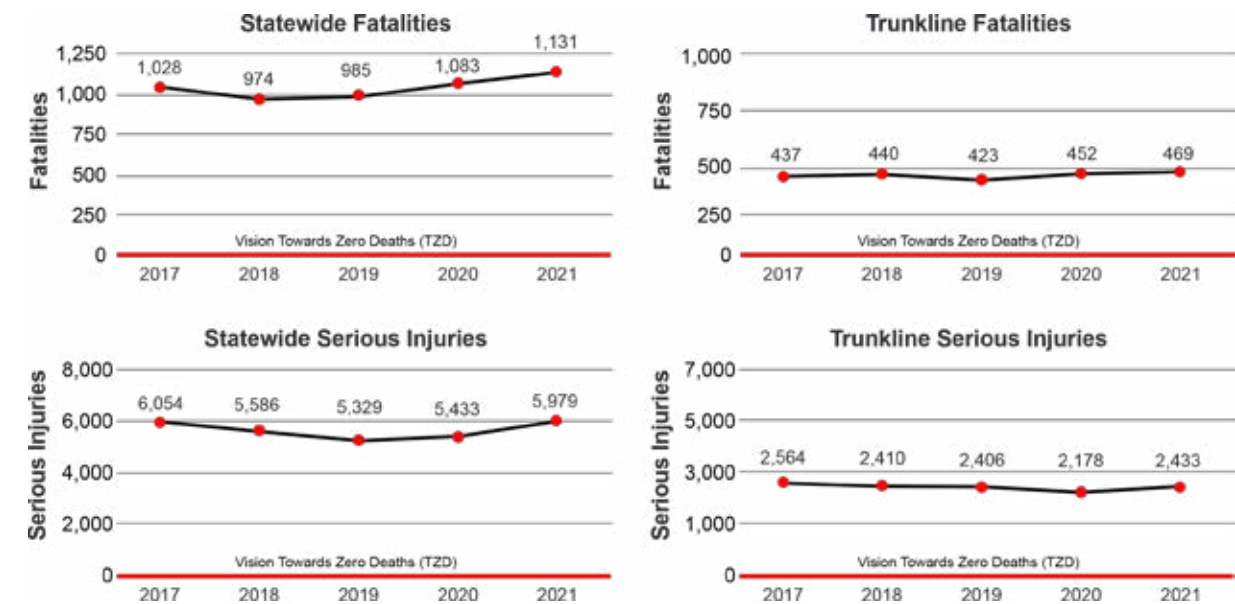


# Safety and Public Transportation Performance Measures

## Safety Goals

MDOT's trunkline safety goal is to reduce fatalities and serious injuries in support of the [Michigan Strategic Highway Safety Plan](#) and the Toward Zero Deaths (TZD) National Strategy. As seen below, fatalities and serious injuries statewide have been on the rise since 2018, with 469 out of 1,131 fatalities and 2,433 out of 5,979 serious injuries occurring on trunkline roads in 2022. To address this, MDOT is implementing the Safe System Approach, which acknowledges human mistakes and vulnerability, and designs a redundant system to prevent crashes and ensure those that do occur do not result in serious injury or death.

MDOT Safety Performance Indicators



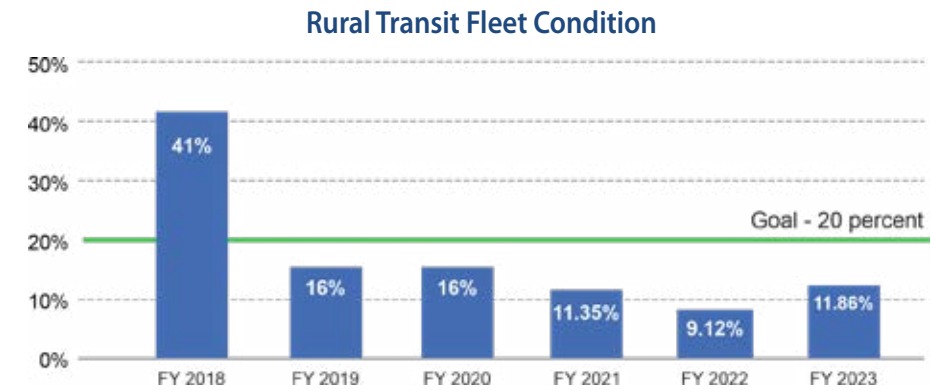
The BIL outlined two new state-level requirements for state safety programs. First, if a state's total number of vulnerable road users (VRUs) makes up 15 percent or more of the total number of fatalities in a year, then at least 15 percent of its Highway Safety Improvement Program (HSIP) funds must be dedicated in the following fiscal year to projects that address the safety of VRUs. VRUs are defined as those most at risk in traffic, namely road users unprotected by an outside shield, such as pedestrians and bicyclists. These users have a much greater risk of injury in any collision against a vehicle and are therefore highly in need of protection against such collisions. The second requirement is for states to complete a VRU Safety Assessment within the next two years and to integrate the assessment into their existing Strategic Highway Safety Planning (SHSP) process.

## Public Transportation Performance Measures

Program requirements included in the Fixing America's Surface Transportation Act (FAST Act) for transportation asset management (TAM) plans, safety planning, and other related measures are in place. MDOT's OPT officially adopted a TAM plan in October 2018 that included FY 2019 targets for Federal Section 5310 and Section 5311 subrecipient agencies of the state.

### Rural Transit Fleet Condition

The condition of the rural transit fleet is based on the percent of vehicles past their useful life. The goal is to have less than 20 percent of the rural fleet beyond useful life. Since 2019, MDOT has met this goal.

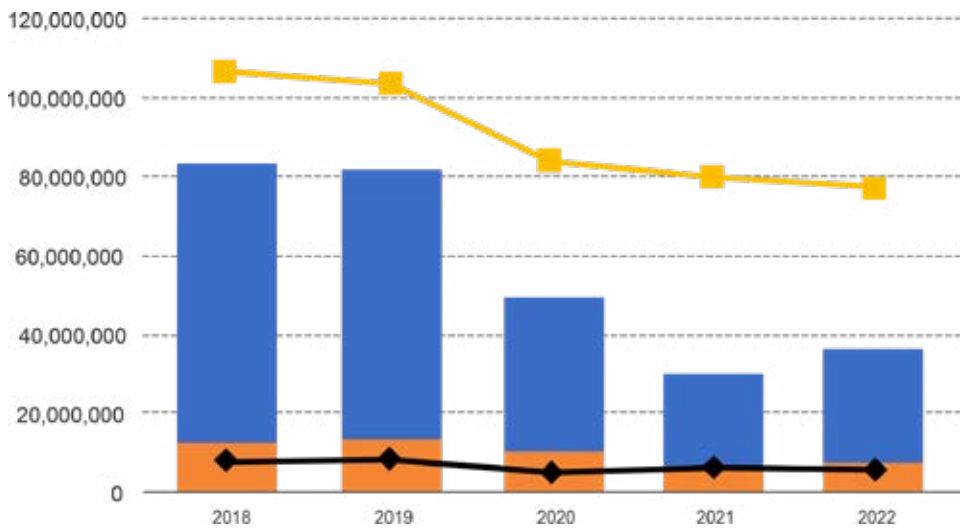


# Safety and Public Transportation Performance Measures

## Local Transit Level of Service

The local transit level of service is measured using total annual hours and miles of service and total annual passenger trips, considering elderly/disabled passenger trips as a subset of the total. The goal is to preserve service levels and continue providing service in all 83 counties.

Local Transit Level of Service Indicators



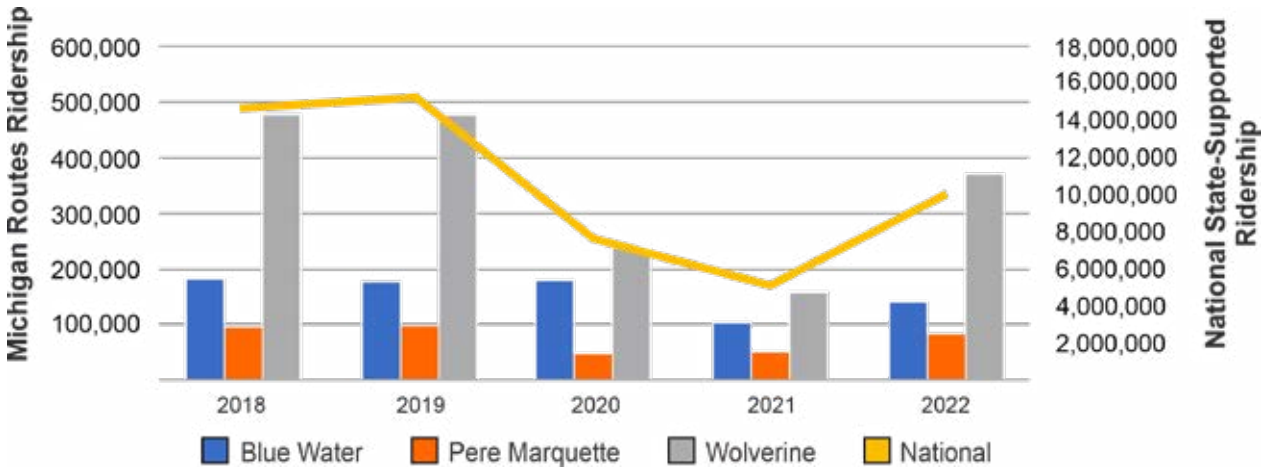
|  |             |             |            |            |            |
|--|-------------|-------------|------------|------------|------------|
| *Passenger Trips Total                 | 81,793,821  | 80,425,172  | 50,657,192 | 30,037,072 | 38,462,021 |
| **Elderly and Disabled Passenger Trips | 11,833,680  | 11,671,509  | 7,968,125  | 5,784,871  | 6,681,774  |
| *Hours of Service                      | 7,090,325   | 7,279,114   | 5,452,735  | 5,366,521  | 5,366,521  |
| *Miles of Service                      | 106,819,546 | 102,678,897 | 81,308,637 | 80,012,681 | 79,981,991 |

\*Excluding Marine \*\*Subset of total, excluding Marine

## Passenger Rail Ridership

MDOT monitors the total number of passengers using state-supported passenger rail services, with a goal of maintaining ridership consistent with (within 10 percent) or better than national trends. MDOT is meeting its goal.

Passenger Rail Ridership Trends for Michigan Routes and Nationwide

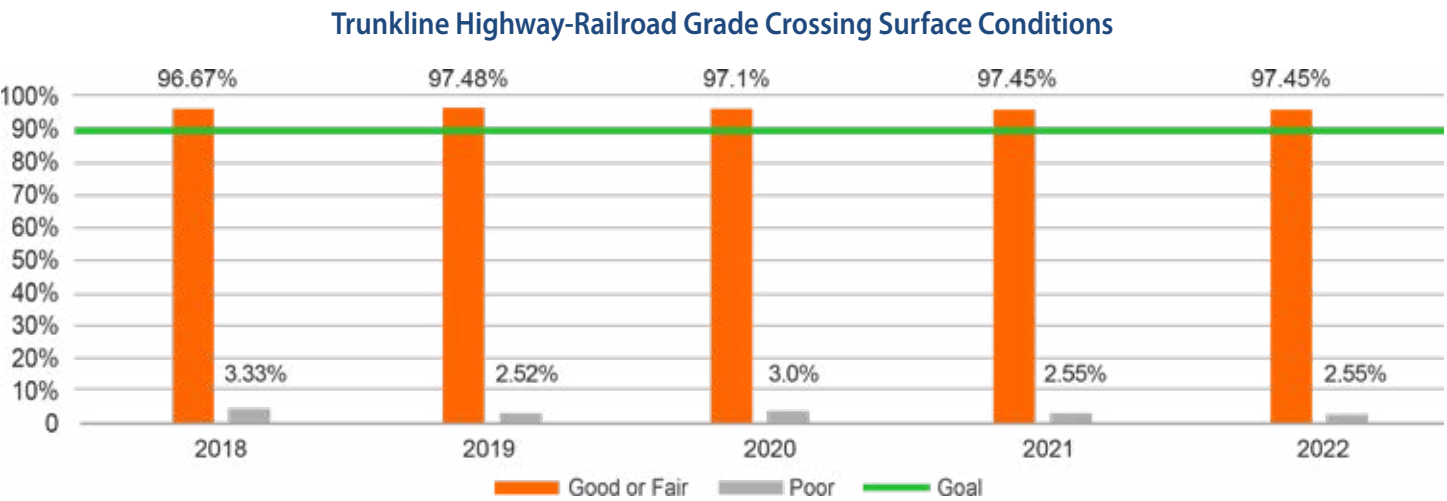




# Safety and Public Transportation Performance Measures

## Railroad Crossing Condition

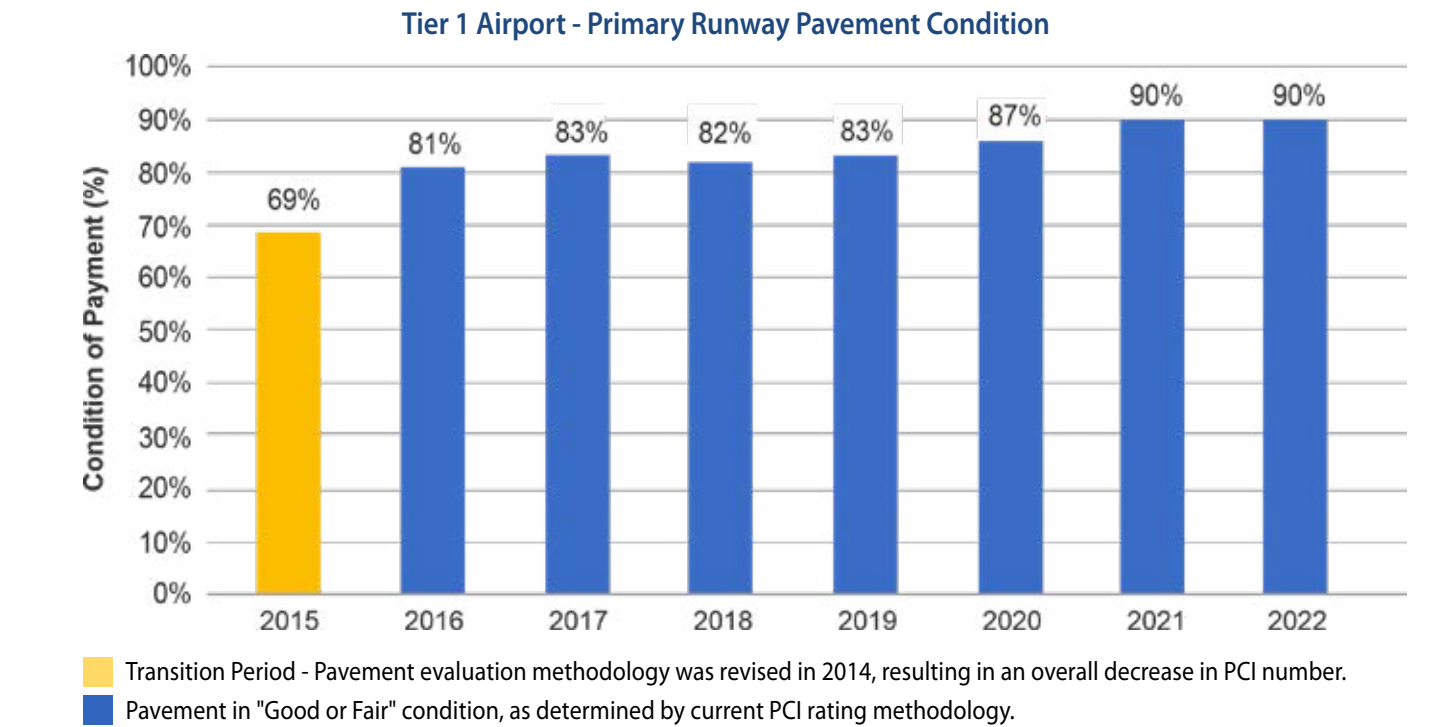
MDOT monitors the railroad crossing surface condition on the state trunkline system, with a goal of at least 90 percent in good or fair condition. The percentage of the railroad crossing surfaces on the state trunkline system in at least fair condition continues to increase. At the end of FY 2022, 97 percent of the crossing surfaces were in good or fair condition.



## Aeronautics

The Office of Aeronautics updated its Michigan Aviation System Plan (MASP) in 2017. As part of the update, new statewide system goals, as well as individual airport facility goals, were developed.

The current primary performance measurement goal is to maintain 90 percent of all Tier 1 Airport Primary Runways in good or fair condition, as determined from Pavement Condition Index (PCI) inspections, in alignment with MDOT highway pavement condition goals. The latest inspections show that the achievement rate toward the current goal is 90 percent, based on 2022 data.



# Stakeholder Outreach and Engagement

The 5YTP team works with the Office of Communications as well as its local partners and seven region offices (Bay, Grand, Metro, North, Southwest, Superior, and University) to distribute announcements about public input opportunities and collects input for a 30-day period. The results and feedback received during the public comment period are summarized in this section

The public review and comment period for the preliminary draft of the MDOT 2024-2028 5YTP will be from Aug. 7 to Sept. 8, 2023. To invite comments, MDOT placed the document on the 5YTP webpage on Aug. 7, issued a news release, sent e-mail notifications to its partners and regions, posted information on its social media platforms, and made several presentations to business and community groups. If received electronically, responses are sent to individuals to acknowledge the comment, and responses are coordinated with the appropriate MDOT project area or region planner.

The Michigan Transportation Program Portal (MTPP) houses Michigan’s various transportation programs, including the STIP, the 5YTP, and RBMP projects. For each program, the portal includes an interactive map, a table of data, links to the open data portal datasets, and the ability to gather public comments on specific projects. A quantitative summary of all outreach results will be summarized in the table on the next page.

Additional information about the MDOT 5YTP webpage and a links to sign up for updates on social media can be found at [www.Michigan.gov/MDOT5YearProgram](http://www.Michigan.gov/MDOT5YearProgram).

## 5YTP Public Engagement and Results Summary

Results from the public comment period on the draft 2024-2028 5YTP will be placed and analyzed here.

**Comment Period:** August to September (30-day period, Aug 7 - Sept. 8, 2023)  
**Intended Audience(s):** Michigan Residents, Businesses, Partners, and the State Legislature

| Method:       | Input:                        | Output:                                    |
|---------------|-------------------------------|--|
| Mail          | Written comments received     | Number of comments, content, and responses |
| E-mail        | Messages/comments received    | Number of comments, content, and responses |
| Social Media  | Content posts                 | Number and content of posts                |
|               |                               | Number of Impressions (times viewed)       |
|               | Comments received             | Number of comments, content, and responses |
|               | Shares to across the platform | Number of shares to other users            |
|               | Conversions                   | Number of visitors to 5YTP page from posts |
| 5YTP Webpage  | Visits/traffic source         | Number of unique visitors/top sources      |
| Presentations | Messages/comments received    | Number of comments, content, and responses |
| MTPP          | Comments received             | Number of comments, content, and responses |

## Public Comments

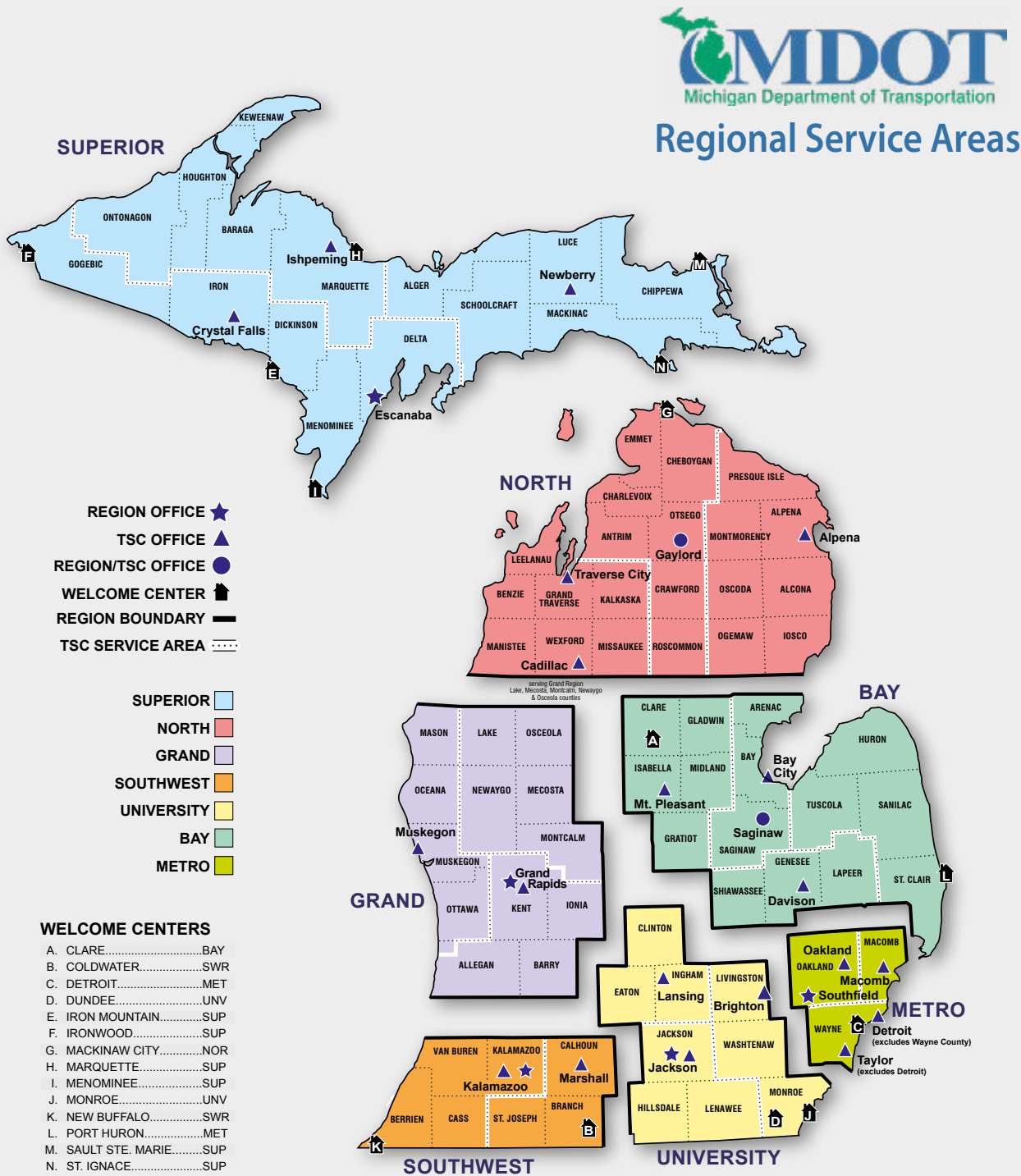
Comments received across platforms will be summarized here.



Project Lists

The following section contains a list of road and bridge projects, divided by MDOT region, to be obligated and/or built between FY 2024 and 2028. Projects funded with RBMP funds are highlighted for ease of reference.

For more information on projects and 5YTP updates, please visit [www.Michigan.gov/MDOT5YearProgram](http://www.Michigan.gov/MDOT5YearProgram).



2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM



| BAY REGION                  |                     |   |                          |        |        |      |      |      |      |  |  |
|-----------------------------|---------------------|---|--------------------------|--------|--------|------|------|------|------|--|--|
| BRIDGE - BIG BRIDGE PROGRAM |                     |   |                          |        |        |      |      |      |      |  |  |
| COUNTY                      | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK             | LENGTH | 2024   | 2025 | 2026 | 2027 | 2028 |  |  |
| Bay                         | M-13                | at M-13 and M-84 over E Channel Saginaw River     | Bridge Replacement       |        | \$/CON | CON  | CON  |      |      |  |  |
| Saginaw                     | Adams/I-75 S Ramp   | at I-75 NB over Saginaw River, M-13, GTW Railroad | Healer Sealer            |        | \$/CON | CON  |      |      |      |  |  |
| Saginaw                     | Adams/I-75 S Ramp   | over Saginaw River, M-13, GTW Railroad            | Healer Sealer            |        | \$/CON | CON  |      |      |      |  |  |
| Saginaw                     | Adams/I-75 S Ramp   | over Land Raised for Ramp                         | Healer Sealer            |        | \$/CON | CON  |      |      |      |  |  |
| St. Clair                   | I-94 BL             | over Black River                                  | Miscellaneous Bridge CPM |        |        | \$   | CON  | CON  |      |  |  |
| Bay                         | M-25                | over Saginaw River and JFK Drive                  | Substructure Repair      |        |        |      | \$   | CON  |      |  |  |

| BAY REGION                          |        |   |                     |  |        |        |     |     |  |  |  |
|-------------------------------------|--------|---|---------------------|--|--------|--------|-----|-----|--|--|--|
| BRIDGE REPLACEMENT AND PRESERVATION |        |   |                     |  |        |        |     |     |  |  |  |
| Genesee                             | M-54   | over Gilkey Creek                           | Culvert Replacement |  | \$/CON | CON    |     |     |  |  |  |
| Tuscola                             | M-46   | over White Creek #2                         | Bridge Replacement  |  | \$     | CON    |     |     |  |  |  |
| Lapeer                              | M-53   | over Elk Lake Creek                         | Bridge Replacement  |  | \$/CON |        |     |     |  |  |  |
| Lapeer                              | M-90   | over North Branch Flint River               | Overlay - Deep      |  | \$     | CON    |     |     |  |  |  |
| Midland                             | M-20   | over Prairie Creek                          | Bridge Replacement  |  | \$     | CON    |     |     |  |  |  |
| Midland                             | M-30   | over US-10                                  | Bridge Replacement  |  | \$     | CON    |     |     |  |  |  |
| Lapeer                              | M-24   | over Fostoria Drain                         | Deck Replacement    |  | \$     | CON    |     |     |  |  |  |
| Shiawassee                          | M-71   | over Shiawassee River                       | Deck Replacement    |  | \$     | CON    |     |     |  |  |  |
| St. Clair                           | I-69   | Allen Road over I-69                        | Deck Replacement    |  |        | \$/CON |     |     |  |  |  |
| Genesee                             | I-69   | EB over Swartz Creek                        | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | WB over Swartz Creek                        | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | I-69 and Ramp over Howland and Hewitt Drain | Scour Protection    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | EB over GTW Railroad and Swartz Creek       | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | EB over GTW Railroad                        | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | WB over GTW Railroad and Swartz Creek       | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | WB over GTW Railroad                        | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | EB over Elms Road                           | Overlay - Shallow   |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | WB over Elms Road                           | Overlay - Shallow   |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | EB over Linden Road                         | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | EB over Bristol Road                        | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | WB over Bristol Road                        | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | EB over Miller Road                         | Overlay - Epoxy     |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | WB over Linden Road                         | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | WB over Miller Road                         | Overlay - Epoxy     |  |        | \$/CON | CON |     |  |  |  |
| Genesee                             | I-69   | WB Ramp C over Miller Road                  | Deck Replacement    |  |        | \$/CON | CON |     |  |  |  |
| Sanilac                             | M-53   | over Greenman Creek                         | Bridge Replacement  |  |        | \$     | CON |     |  |  |  |
| Genesee                             | M-21   | over CSX Railroad (Abandoned)               | Culvert Replacement |  |        |        | \$  | CON |  |  |  |
| Midland                             | US-10  | Hope Road over US-10                        | Deck Replacement    |  |        |        | \$  | CON |  |  |  |
| Midland                             | US-10  | Stark Road over US-10                       | Bridge Replacement  |  |        |        | \$  | CON |  |  |  |
| Genesee                             | M-21   | over Swartz Creek                           | Bridge Replacement  |  |        |        | \$  | CON |  |  |  |
| Gratiot                             | US-127 | NB over Mid-Michigan Railroad               | Deck Replacement    |  |        |        | \$  | CON |  |  |  |
| Gratiot                             | US-127 | SB over Mid Michigan Railroad               | Deck Replacement    |  |        |        | \$  | CON |  |  |  |

■ = Projects funded with RBMP funds  
EPE= Study/Environmental    PE=Preliminary Engineering/Design    PE-B=Preliminary Engineering/Design for Bridges  
UTL=Utility work    ROW=Right of way/Real Estate    CON=Construction

Note: Only \$ will show for projects with planned obligation and construction in the same year. Projects obligating in later years may also not show construction if outside the five-year time frame.



| 2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM |                     |   |                                     |        |        |        |      |        |        |  |
|--|---------------------|---|-------------------------------------|--------|--------|--------|------|--------|--------|--|
| BAY REGION                                 |                     |   |                                     |        |        |        |      |        |        |  |
| BRIDGE REPLACEMENT AND PRESERVATION        |                     |   |                                     |        |        |        |      |        |        |  |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK                        | LENGTH | 2024   | 2025   | 2026 | 2027   | 2028   |  |
| Gratiot                                    | US-127              | SB over US-127 Business Route (Polk Road)                   | Deck Replacement                    |        |        |        | \$   | CON    |        |  |
| Gratiot                                    | US-127              | NB over US-127 Business Route (Polk Road)                   | Deck Replacement                    |        |        |        | \$   | CON    |        |  |
| St. Clair                                  | M-29                | over Swan Creek   | Overlay - Epoxy                     |        |        |        |      | \$/CON |        |  |
| Genesee                                    | I-75                | Carpenter Road over I-75                                    | Bridge Removal                      |        |        |        |      |        | \$/CON |  |
| Genesee                                    | I-75                | Coldwater Road over I-75                                    | Bridge Replacement                  |        |        |        |      |        | \$/CON |  |
| Arenac                                     | I-75                | M-33 Connector over D&M Railroad and Old M-76               | Deck Replacement                    |        |        |        |      |        | \$     |  |
| Arenac                                     | I-75                | M-33 over I-75  | Bridge Replacement                  |        |        |        |      |        | \$     |  |
| BAY REGION                                 |                     |   |                                     |        |        |        |      |        |        |  |
| NON-FREEWAY RESURFACING PROGRAM (NFRP)     |                     |   |                                     |        |        |        |      |        |        |  |
| Saginaw                                    | M-13                | from M-57 to Fry Road                                       | Road Capital Preventive Maintenance | 8.378  | \$     | CON    |      |        |        |  |
| Lapeer                                     | M-90                | from M-24 to North Branch west village limits               | Road Capital Preventive Maintenance | 5.791  | \$     | CON    |      |        |        |  |
| Sanilac                                    | M-90                | from Sandusky Road to Black River Road                      | Road Capital Preventive Maintenance | 9.484  | \$     | CON    |      |        |        |  |
| St. Clair                                  | M-29                | from Palms Road to Algonac west village limits              | Road Capital Preventive Maintenance | 6.493  |        | \$     | CON  |        |        |  |
| Huron                                      | M-25                | from Sanilac/Huron county line to Helena Road               | Road Capital Preventive Maintenance | 6.006  |        | \$     | CON  |        |        |  |
| Gratiot                                    | M-46                | from Croswell Road to Merrill west village limits           | Road Capital Preventive Maintenance | 12.554 |        | \$     | CON  |        |        |  |
|  |                     |   |                                     | 48.706 |        |        |      |        |        |  |
| BAY REGION                                 |                     |   |                                     |        |        |        |      |        |        |  |
| REST AREAS                                 |                     |   |                                     |        |        |        |      |        |        |  |
| Lapeer                                     | I-69                | Five Lakes Rest Area  | Roadside Facilities - Preserve      |        | \$/CON |        |      |        |        |  |
| Bay  | I-75                | Bay City Rest Area  | Roadside Facilities - Improve       |        |        | \$/CON | CON  |        |        |  |
| St. Clair                                  | I-94                | Richmond Rest Area #910R                                    | Roadside Facilities - Improve       |        |        |        |      | \$/CON | CON    |  |
| BAY REGION                                 |                     |   |                                     |        |        |        |      |        |        |  |
| ROAD - REHABILITATION AND RECONSTRUCTION   |                     |   |                                     |        |        |        |      |        |        |  |
| Lapeer                                     | M-53                | from Bowers Road to Deanville Road                          | Road Rehabilitation                 | 8.185  | \$/CON |        |      |        |        |  |
| Saginaw                                    | M-58 E              | from EB M-58, Avalon Street to M-84                         | Reconstruction                      | 1.174  | \$     | CON    | CON  |        |        |  |
| Midland                                    | M-20                | from M-30 to east of Currie Parkway                         | Road Rehabilitation                 | 5.674  | \$     | CON    |      |        |        |  |
| Sanilac                                    | M-25                | at Frenchline Road  | Road Rehabilitation                 | 0.213  | \$/CON |        |      |        |        |  |
| Shiawassee                                 | M-71                | from McNeil Street to Corunna Avenue                        | Road Rehabilitation                 | 0.340  | \$     | CON    |      |        |        |  |
| Shiawassee                                 | M-71                | from Corunna Avenue to M-21                                 | Reconstruction                      | 0.356  | \$     | CON    |      |        |        |  |
| Midland                                    | US10 BR/M-20        | from Jerome Street to Washington Street                     | Reconstruction                      | 1.954  |        | \$/CON | CON  |        |        |  |
| Genesee                                    | I-475               | from Thread Creek to Flint River and 10 Structure Locations | Reconstruction                      | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | over Gilkey Creek   | Bridge Replacement                  | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | Fifth Street, M-21 over I-475 and Ramps C and D             | Overlay - Epoxy                     | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | Court Street - WB over I-475                                | Overlay - Epoxy                     | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | Third Street over I-475                                     | Overlay - Epoxy                     | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | Second Street over I-475                                    | Overlay - Epoxy                     | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | Kearsley Street over I-475                                  | Overlay - Epoxy                     | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | E Longway Boulevard over I-475                              | Overlay - Epoxy                     | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | W Longway Boulevard over I-475                              | Overlay - Epoxy                     | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | I-475 and Ramp B over Chavez Drive                          | Deck Replacement                    | 2.600  |        | \$     | CON  | CON    |        |  |
| Genesee                                    | I-475               | over Davison Road and Broadway Boulevard                    | Bridge Replacement                  | 2.600  |        | \$     | CON  | CON    |        |  |
| St. Clair                                  | I-94BL              | from Black River to Glenwood Avenue                         | Reconstruction                      | 0.436  |        | \$     | CON  |        |        |  |
| Genesee                                    | I-475 N             | from Bristol Road to Thread Creek and 17 Structures         | Reconstruction                      | 2.479  |        | \$     | CON  | CON    |        |  |

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| 2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM |                                |  |                       |         |      |        |        |        |        |  |
|--|--------------------------------|--|-----------------------|---------|------|--------|--------|--------|--------|--|
| BAY REGION                                 |                                |  |                       |         |      |        |        |        |        |  |
| ROAD - REHABILITATION AND RECONSTRUCTION   |                                |  |                       |         |      |        |        |        |        |  |
| COUNTY                                     | ROUTE (COMMON NAME)            | LOCATION   | TYPE OF WORK          | LENGTH  | 2024 | 2025   | 2026   | 2027   | 2028   |  |
| Genesee                                    | I-475 N                        | over Thread Creek                                      | Deck Replacement      | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | over CSX Railroad and NB Service Road (ABN)            | Bridge Replacement    | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | at GTW Railroad and Service Road over I-475            | Bridge Removal        | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | SB over I-75 NB  | Deck Replacement      | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | Hill Road over I-475                                   | Overlay - Epoxy       | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | SB over Maple Road                                     | Overlay - Epoxy       | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | Bristol Road (Old M-121) over I-475                    | Overlay - Epoxy       | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | Hemphill Road over I-475                               | Deck Replacement      | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | over Atherton Road                                     | Deck Replacement      | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | over M-54 Business Route (Saginaw Street)              | Deck Replacement      | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | 12th Street over I-475                                 | Overlay - Deep        | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | NB over Maple Road                                     | Overlay - Epoxy       | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | Left-Turn Lane No 1 over I-475                         | Bridge Removal        | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | Left-Turn Lane No 2 over I-475                         | Bridge Removal        | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | over Left Turn Lane No 3                               | Bridge Removal        | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | 14th Street over I-475                                 | Bridge Removal        | 2.479   |      | \$     | CON    | CON    |        |  |
| Genesee                                    | I-475 N                        | GTW Railroad over I-475                                | Substructure Patching | 2.479   |      | \$     | CON    | CON    |        |  |
| St. Clair                                  | I-94BL                         | from I-94 to M-29                                      | Road Rehabilitation   | 2.653   |      |        | \$/CON |        |        |  |
| St. Clair                                  | I-69BL EB                      | from 32nd Street to I-94 Business Loop                 | Road Rehabilitation   | 1.959   |      |        | \$     | CON    |        |  |
| Saginaw                                    | I-675 W/Veterans Memorial Ramp | I-675 at Veterans Memorial Parkway                     | Reconstruction        | 1.387   |      |        | \$/CON |        |        |  |
| Saginaw                                    | I-675 W/Veterans Memorial Ramp | SB Veterans Memorial Parkway over I-675                | Bridge Removal        | 1.387   |      |        | \$/CON |        |        |  |
| Huron                                      | M-142                          | at Harbor Beach  | Road Rehabilitation   | 0.725   |      |        | \$     | CON    |        |  |
| Genesee                                    | M-21                           | from Swartz Creek to I-475                             | Reconstruction        | 0.887   |      |        | \$     | CON    |        |  |
| Genesee                                    | M-15                           | from South Street to Rising Street                     | Reconstruction        | 0.129   |      |        | \$     | CON    |        |  |
| Genesee                                    | M-15                           | over Black Creek                                       | Culvert Replacement   | 0.129   |      |        | \$     | CON    |        |  |
| St. Clair                                  | M-29                           | from Church Road to Palms Road                         | Road Rehabilitation   | 3.627   |      |        |        | \$/CON |        |  |
| Lapeer                                     | I-69                           | from Lake George Road to Newark Road                   | Reconstruction        | 1.887   |      |        |        | \$/CON |        |  |
| Clare                                      | US-127                         | from Long Lake Road to the Clare/Roscommon county line | Road Rehabilitation   | 3.989   |      |        |        | \$/CON | CON    |  |
| Bay  | M-25 W                         | from M-25 Freeway End to Walnut Street                 | Reconstruction        | 1.262   |      |        |        |        | \$/CON |  |
| Bay  | M-25 E                         | from M-25 Freeway End to Walnut Street                 | Reconstruction        | 1.211   |      |        |        |        | \$/CON |  |
| St. Clair                                  | M-29                           | from River Road to I-94 Business Loop                  | Road Rehabilitation   | 4.648   |      |        |        |        | \$/CON |  |
| Isabella                                   | M-20                           | from US-127 to Summerton Road                          | Road Rehabilitation   | 0.656   |      |        |        |        | \$/CON |  |
| St. Clair                                  | M-29                           | from Belle River to Marine City north city limits      | Road Rehabilitation   | 0.897   |      |        |        |        | \$/CON |  |
| Genesee                                    | I-75                           | from Court Street to North Junction I-475              | Road Rehabilitation   | 6.429   |      |        |        |        | \$/CON |  |
|  |                                |  |                       | 125.416 |      |        |        |        |        |  |
| BAY REGION                                 |                                |  |                       |         |      |        |        |        |        |  |
| TRAFFIC AND SAFETY - SAFETY PROGRAMS       |                                |  |                       |         |      |        |        |        |        |  |
| Lapeer                                     | M-24                           | at Brocker Road  | Traffic Safety        | 0.300   |      | \$/CON |        |        |        |  |
| St. Clair                                  | I-94 BL E                      | at Ravenswood Road                                     | Traffic Safety        | 0.108   |      |        |        | \$/CON |        |  |
| Isabella                                   | M-20                           | at US-127 northbound Ramps                             | Traffic Safety        | 0.207   |      |        |        |        | \$/CON |  |
| Isabella                                   | M-20                           | at Summerton Road                                      | Traffic Safety        | 0.250   |      |        |        |        | \$/CON |  |
|  |                                |  |                       | 0.865   |      |        |        |        |        |  |

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| GRAND REGION                |                     |                                |                 |        |      |      |      |      |      |    |
|-----------------------------|---------------------|--------------------------------|-----------------|--------|------|------|------|------|------|----|
| BRIDGE - BIG BRIDGE PROGRAM |                     |                                |                 |        |      |      |      |      |      |    |
| COUNTY                      | ROUTE (COMMON NAME) | LOCATION                       | TYPE OF WORK    | LENGTH | 2024 | 2025 | 2026 | 2027 | 2028 |    |
| Kent                        | US-131 NB           | over Cesar E. Chavez Avenue    | Overlay - Epoxy |        |      | \$   | CON  | CON  |      |    |
| Kent                        | US-131 S            | SB over Cesar E. Chavez Avenue | Overlay - Epoxy |        |      |      |      |      |      | \$ |

| GRAND REGION                        |                 |  |                            |       |        |        |     |     |     |  |
|-------------------------------------|-----------------|--|----------------------------|-------|--------|--------|-----|-----|-----|--|
| BRIDGE REPLACEMENT AND PRESERVATION |                 |  |                            |       |        |        |     |     |     |  |
| Kent                                | I-96            | Fruit Ridge Road over I-96                                 | Bridge Replacement         | 1.439 | \$/CON | CON    | CON |     |     |  |
| Osceola                             | M-66            | over Muskegon River  | Substructure Repair        |       | \$/CON |        |     |     |     |  |
| Barry                               | M-43            | over Coldwater River                                       | Bridge Replacement         |       | \$/CON |        |     |     |     |  |
| Barry                               | M-37            | over Fall Creek  | Culvert Replacement        |       | \$     | CON    | CON |     |     |  |
| Osceola                             | M-66            | over Doc and Tom Creek                                     | Bridge Replacement         |       | \$/CON |        |     |     |     |  |
| Allegan                             | I-196           | EB over CSX Railroad                                       | Substructure Repair        |       | \$/CON | CON    |     |     |     |  |
| Allegan                             | I-196           | WB over CSX Railroad                                       | Substructure Repair        |       | \$/CON | CON    |     |     |     |  |
| Montcalm                            | US-131          | Pierson Road over US-131                                   | Deck Patching              |       |        | \$     | CON |     |     |  |
| Montcalm                            | US-131          | Lake Montcalm Road over US-131 SB                          | Deck Patching              |       |        | \$     | CON |     |     |  |
| Montcalm                            | US-131          | Lake Montcalm Road over US-131 NB                          | Deck Patching              |       |        | \$     | CON |     |     |  |
| Ionia                               | I-96            | Morrison Lake Road over I-96                               | Overlay - Shallow          |       |        | \$     | CON |     |     |  |
| Kent                                | I-96            | 3 Mile Road over I-96                                      | Overlay - Deep             |       |        | \$     | CON |     |     |  |
| Kent                                | I-96            | M-44 (E Belt Line) over I-96                               | Bridge Replacement         | 0.335 |        | \$/CON | CON |     |     |  |
| Kent                                | US-131          | Martin Luther King Jr. Street over US-131 and CSX Railroad | Bridge Replacement         |       |        | \$     | CON | CON |     |  |
| Osceola                             | M-115           | over W Branch of Middle Branch River                       | Scour Protection           |       |        | \$/CON | CON |     |     |  |
| Muskegon                            | US-31 S         | SB over US-31 Business Route (Colby Road)                  | Overlay - Epoxy            |       |        | \$     | CON | CON |     |  |
| Muskegon                            | US-31 S         | NB over US-31 Business Route Colby Road                    | Overlay - Epoxy            |       |        | \$     | CON | CON |     |  |
| Muskegon                            | US-31 S         | SB over Walsh Road   | Overlay - Epoxy            |       |        | \$     | CON | CON |     |  |
| Muskegon                            | US-31 S         | NB over Walsh Road   | Overlay - Epoxy            |       |        | \$     | CON | CON |     |  |
| Muskegon                            | M-46            | over Crockery Creek  | Bridge Replacement         |       |        | \$     | CON |     |     |  |
| Kent                                | US-131          | SB over W River Drive and MDOT Railroad (ABN)              | Overlay - Deep             |       |        |        | \$  | CON |     |  |
| Kent                                | US-131          | NB over W River Drive and MDOT Railroad (ABN)              | Overlay - Deep             |       |        |        | \$  | CON |     |  |
| Oceana                              | US-31           | US-31 Business Loop over US-31                             | Pin and Hanger Replacement |       |        |        | \$  | CON |     |  |
| Kent                                | M-37            | 32nd Street over M-37                                      | Bridge Replacement         |       |        |        | \$  | CON |     |  |
| Muskegon                            | US-31 S         | SB over Riley Thompson Road                                | Overlay - Deep             |       |        |        |     | \$  | CON |  |
| Muskegon                            | US-31 S         | NB over Riley Thompson Road                                | Overlay - Deep             |       |        |        |     | \$  | CON |  |
| Muskegon                            | US-31 S         | White Lake Drive over US-31 SB                             | Deck Replacement           |       |        |        |     | \$  | CON |  |
| Muskegon                            | US-31 S         | White Lake Drive over US-31 NB                             | Deck Replacement           |       |        |        |     | \$  | CON |  |
| Muskegon                            | US-31 S         | SB over US-31 Business Route (Fruitvale Road)              | Overlay - Deep             |       |        |        |     | \$  | CON |  |
| Muskegon                            | US-31 S         | NB over US-31 Business Route (Fruitvale Road)              | Overlay - Deep             |       |        |        |     | \$  | CON |  |
| Kent                                | I-296/US-131 NB | over I-196 EB, M-21  | Overlay - Deep             |       |        |        |     | \$  | CON |  |
| Kent                                | I-296/US-131 NB | over 6th Street  | Overlay - Epoxy            |       |        |        |     | \$  | CON |  |
| Kent                                | I-296/US-131 NB | over Pearl Street  | Overlay - Epoxy            |       |        |        |     | \$  | CON |  |
| Kent                                | I-296/US-131 NB | Ramp over Bridge Street                                    | Overlay - Deep             |       |        |        |     | \$  | CON |  |

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| GRAND REGION                        |                     |   |                                |        |      |      |      |      |        |        |
|-------------------------------------|---------------------|---|--------------------------------|--------|------|------|------|------|--------|--------|
| BRIDGE REPLACEMENT AND PRESERVATION |                     |   |                                |        |      |      |      |      |        |        |
| COUNTY                              | ROUTE (COMMON NAME) | LOCATION                                | TYPE OF WORK                   | LENGTH | 2024 | 2025 | 2026 | 2027 | 2028   |        |
| Kent                                | I-296/US-131 NB     | over US-131 Business Route (Leonard)    | Overlay - Deep                 |        |      |      |      |      | \$     | CON    |
| Kent                                | I-296/US-131 NB     | On Ramp D over Parking Lot/Relief       | Overlay - Deep                 |        |      |      |      |      | \$     | CON    |
| Kent                                | I-296/US-131 NB     | over Ann Street                         | Bridge Barrier Railing Replace |        |      |      |      |      | \$     | CON    |
| Allegan                             | US-131              | NB over Grand Elk Railroad              | Substructure Patching          |        |      |      |      |      | \$/CON | CON    |
| Allegan                             | US-131              | SB over Grand Elk Railroad              | Substructure Patching          |        |      |      |      |      | \$/CON | CON    |
| Kent                                | US-131/I-296 SB     | over I-196 EB                           | Overlay - Deep                 |        |      |      |      |      |        | \$     |
| Kent                                | US-131/I-296 SB     | over US-131 NB                          | Overlay - Deep                 |        |      |      |      |      |        | \$     |
| Kent                                | US-131/I-296 SB     | over 6th Street                         | Deck Patching                  |        |      |      |      |      |        | \$     |
| Kent                                | US-131/I-296 SB     | over Ann Street                         | Substructure Patching          |        |      |      |      |      |        | \$     |
| Kent                                | US-131/I-296 SB     | over Leonard Street                     | Overlay - Deep                 |        |      |      |      |      |        | \$     |
| Ottawa                              | I-96                | EB over 88th Avenue                     | Deck Patching                  |        |      |      |      |      |        | \$     |
| Ottawa                              | I-96                | WB over 88th Avenue                     | Deck Patching                  |        |      |      |      |      |        | \$     |
| Ottawa                              | I-96                | EB over M-11 WB Ramp                    | Deck Patching                  |        |      |      |      |      |        | \$     |
| Kent                                | I-96                | EB over Coopersville and Marne Railroad | Overlay - Deep                 |        |      |      |      |      |        | \$     |
| Kent                                | I-96                | WB over Coopersville and Marne Railroad | Overlay - Deep                 |        |      |      |      |      |        | \$     |
| Kent                                | I-96                | EB over 4 Mile Road                     | Deck Patching                  |        |      |      |      |      |        | \$     |
| Kent                                | I-96                | WB over 4 Mile Road                     | Overlay - Deep                 |        |      |      |      |      |        | \$     |
| Kent                                | I-96                | EB over Bristol Road                    | Deck Patching                  |        |      |      |      |      |        | \$     |
| Kent                                | I-96                | WB over Bristol Road                    | Deck Patching                  |        |      |      |      |      |        | \$     |
| Allegan                             | M-40                | at M-89 over Kalamazoo River            | Substructure Repair            |        |      |      |      |      |        | \$     |
| Kent                                | I-96                | Forest Hill Avenue over I-96            | Overlay - Deep                 |        |      |      |      |      |        | \$     |
| Muskegon                            | US-31               | Lakewood Road over US-31 SB             | Overlay - Deep                 |        |      |      |      |      |        | \$/CON |
| Muskegon                            | US-31               | Lakewood Road over US-31 NB             | Overlay - Deep                 |        |      |      |      |      |        | \$/CON |
| Osceola                             | US-131              | NB over Grand Avenue (7 Mile Road)      | Deck Replacement               |        |      |      |      |      |        | \$     |
| Osceola                             | US-131              | SB over Grand Avenue (7 Mile Road)      | Deck Replacement               |        |      |      |      |      |        | \$     |
|                                     |                     |   |                                | 1.774  |      |      |      |      |        |        |

| GRAND REGION                |        |   |                                     |       |    |        |  |  |  |  |
|-----------------------------|--------|---|-------------------------------------|-------|----|--------|--|--|--|--|
| FREEWAY RESURFACING PROGRAM |        |   |                                     |       |    |        |  |  |  |  |
| Kent                        | I-96   | from M-37 east to Cascade Road          | Road Capital Preventive Maintenance | 2.682 | \$ | CON    |  |  |  |  |
| Kent                        | US-131 | from M-11 (28th Street) to Pearl Street | Road Capital Preventive Maintenance | 3.923 |    | \$/CON |  |  |  |  |
|                             |        |   |                                     | 6.605 |    |        |  |  |  |  |

| GRAND REGION                    |          |  |                                     |        |        |     |     |  |  |  |
|---------------------------------|----------|--|-------------------------------------|--------|--------|-----|-----|--|--|--|
| NON-FREEWAY RESURFACING PROGRAM |          |  |                                     |        |        |     |     |  |  |  |
| Barry                           | M-43     | from Sheffield Road north to Bush Street                   | Road Capital Preventive Maintenance | 4.933  | \$     | CON |     |  |  |  |
| Ottawa                          | Old M-45 | from the Grand River east to M-45                          | Road Capital Preventive Maintenance | 1.288  | \$     | CON |     |  |  |  |
| Montcalm                        | M-46     | from Miles Road east to M-66 (East Junction)               | Road Capital Preventive Maintenance | 4.543  | \$     | CON |     |  |  |  |
| Allegan                         | M-89     | from 8th Street east to the Allegan/Barry county line      | Road Capital Preventive Maintenance | 4.143  | \$/CON |     |     |  |  |  |
| Barry                           | M-79     | from Barryville Road east to Nashville west village limits | Road Capital Preventive Maintenance | 3.330  |        | \$  | CON |  |  |  |
| Mason                           | M-116    | from Tinkham Avenue to Ludington State Park entrance       | Road Capital Preventive Maintenance | 5.955  |        | \$  | CON |  |  |  |
|                                 |          |  |                                     | 24.192 |        |     |     |  |  |  |

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| GRAND REGION |                     |   |                           |        |      |      |      |      |      |    |
|--------------|---------------------|---|---------------------------|--------|------|------|------|------|------|----|
| OPERATIONS   |                     |   |                           |        |      |      |      |      |      |    |
| COUNTY       | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK              | LENGTH | 2024 | 2025 | 2026 | 2027 | 2028 |    |
| Kent         | M-37 SB             | from 60th Street to Patterson Avenue (N Junction) | Minor Widening            | 0.666  |      | \$   | CON  |      |      |    |
| Kent         | US-131              | from I-96 north to Post Drive                     | Active Traffic Management | 6.185  |      |      | \$   | CON  |      |    |
| Kent         | US-131              | SB over 6 Mile Road                               | Widen - Add Lanes         | 6.185  |      |      | \$   | CON  |      |    |
| Kent         | US-131              | NB over 6 Mile Road                               | Deck Patching             | 6.185  |      |      | \$   | CON  |      |    |
| Ottawa       | US-31               | at Jackson Street                                 | Traffic Safety            | 0.287  |      |      |      |      |      | \$ |
|              |                     |   |                           | 19.508 |      |      |      |      |      |    |

| GRAND REGION |       |                         |                               |  |  |  |  |  |  |        |
|--------------|-------|-------------------------|-------------------------------|--|--|--|--|--|--|--------|
| REST AREAS   |       |                         |                               |  |  |  |  |  |  |        |
| Montcalm     | US-31 | Morley Rest Area #533-R | Roadside Facilities - Improve |  |  |  |  |  |  | \$/CON |

| GRAND REGION                             |                 |  |                        |        |        |        |     |     |        |  |
|--|-----------------|--|------------------------|--------|--------|--------|-----|-----|--------|--|
| ROAD - REHABILITATION AND RECONSTRUCTION |                 |  |                        |        |        |        |     |     |        |  |
| Muskegon                                 | M-46            | from Shonat Street east to Maple Island Road                             | Road Rehabilitation    | 6.904  | \$     | CON    |     |     |        |  |
| Kent                                     | M-44 CONN       | from I-96 north to Airway Street   | Road Rehabilitation    | 2.665  | \$     | CON    |     |     |        |  |
| Kent                                     | M-37            | from 92nd Street north to 76th Street                                    | Major Widening         | 3.324  | \$     | CON    | CON |     |        |  |
| Kent                                     | M-6             | from CSX Railroad to I-96  | Road Rehabilitation    | 1.344  | \$/CON |        |     |     |        |  |
| Montcalm                                 | US-131          | over No. 102 Drain   | Reconstruction         | 0.030  | \$     | CON    |     |     |        |  |
| Kent                                     | M-11            | from Division Avenue east to Kalamazoo Avenue                            | Road Rehabilitation    | 1.848  |        | \$     | CON |     |        |  |
| Kent                                     | M-37            | from 60th Street north to 44th Street                                    | Road Rehabilitation    | 2.075  |        | \$     | CON |     |        |  |
| Mason                                    | US-10/US-31     | from Brye Road east to US-31 (East Junction)                             | Road Rehabilitation    | 4.364  |        | \$     | CON |     |        |  |
| Kent                                     | US-131          | from Wealthy Street to Pearl Street                                      | Operation Improvements | 0.911  |        | \$/CON | CON |     |        |  |
| Osceola                                  | US-10           | from west of 95th Avenue east to the Muskegon River                      | Road Rehabilitation    | 1.300  |        | \$     | CON |     |        |  |
| Muskegon                                 | M-46            | from Muskegon Avenue east to Home Street                                 | Road Rehabilitation    | 2.083  |        | \$     | CON |     |        |  |
| Barry                                    | M-66            | from M-50 north to Barry/Ionia county line                               | Road Rehabilitation    | 1.028  |        |        | \$  | CON |        |  |
| Montcalm                                 | M-91            | from Stanton Road north to Kendaville Road                               | Road Rehabilitation    | 4.377  |        |        | \$  | CON |        |  |
| Muskegon                                 | US-31 BR        | from the White River north to Stanton Boulevard                          | Road Rehabilitation    | 0.670  |        |        | \$  | CON |        |  |
| Ionia                                    | M-66            | from Tuttle Road north to Wells Street                                   | Reconstruction         | 2.100  |        |        | \$  | CON |        |  |
| Allegan                                  | US-131 SB       | at 1 mile north of M-222   | Road Rehabilitation    | 0.100  |        |        | \$  | CON |        |  |
| Newaygo                                  | M-37            | from M-82 (North Junction) to the White River                            | Road Rehabilitation    | 8.777  |        |        |     | \$  | CON    |  |
| Oceana                                   | US-31 BR        | from US-31 to Johnson Street   | Road Rehabilitation    | 2.296  |        |        |     | \$  | CON    |  |
| Kent                                     | I-296/US-131 NB | from Bridge Street north to Richmond Street                              | Road Rehabilitation    | 1.343  |        |        |     | \$  | CON    |  |
| Ottawa                                   | US-31 NB        | from Ransom Street north to Port Sheldon Street                          | Road Rehabilitation    | 2.625  |        |        |     | \$  | CON    |  |
| Kent                                     | M-21            | from Bennett Street east to Valley Vista Drive                           | Road Rehabilitation    | 6.079  |        |        |     |     | \$     |  |
| Osceola                                  | US-131 SB       | from US-10 to 14 Mile Road, Ashton and Luther/Leroy Carpool Parking Lots | Road Rehabilitation    | 7.714  |        |        |     |     | \$/CON |  |
| Kent                                     | I-296/US-131 SB | from Pearl Street north to Richmond Street                               | Road Rehabilitation    | 1.591  |        |        |     |     | \$     |  |
| Ottawa                                   | I-96            | from Airline Road east to Apple Drive                                    | Road Rehabilitation    | 5.180  |        |        |     |     | \$     |  |
|  |                 |  |                        | 70.728 |        |        |     |     |        |  |

| GRAND REGION                         |      |                 |                |       |  |  |  |    |     |  |
|--------------------------------------|------|-----------------|----------------|-------|--|--|--|----|-----|--|
| TRAFFIC AND SAFETY - SAFETY PROGRAMS |      |                 |                |       |  |  |  |    |     |  |
| Montcalm                             | M-46 | at Federal Road | Traffic Safety | 0.140 |  |  |  | \$ | CON |  |
|                                      |      |                 |                | 0.14  |  |  |  |    |     |  |

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| METRO REGION                |                     |   |                            |        |        |        |      |      |      |  |
|-----------------------------|---------------------|---|----------------------------|--------|--------|--------|------|------|------|--|
| BRIDGE - BIG BRIDGE PROGRAM |                     |   |                            |        |        |        |      |      |      |  |
| COUNTY                      | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK               | LENGTH | 2024   | 2025   | 2026 | 2027 | 2028 |  |
| Oakland                     | I-696               | Plaza and Church Street over I-696              | Superstructure Replacement |        | \$/CON | CON    | CON  |      |      |  |
| Oakland                     | I-75 N              | I-696 over I-75 and four Ramps                  | Overlay - Epoxy            |        | \$/CON | CON    | CON  |      |      |  |
| Wayne                       | I-94                | M-39 SB Ramp L over I-94                        | Overlay - Epoxy            |        | \$     | CON    | CON  |      |      |  |
| Wayne                       | I-94                | M-39 SB Ramp K over I-94                        | Overlay - Epoxy            |        | \$     | CON    | CON  |      |      |  |
| Wayne                       | I-75                | over Rouge River, Dearborn Street and Railroad  | Substructure Repair        |        |        | \$/CON |      |      |      |  |
| Wayne                       | I-75                | NB Off Ramp over Railroad and Maintenance Road  | Overlay - Epoxy            |        |        | \$/CON |      |      |      |  |
| Wayne                       | I-75                | SB On Ramp over Rouge River and Pleasant Street | Overlay - Epoxy            |        |        | \$/CON |      |      |      |  |
| Wayne                       | I-75                | over Fort Street                                | Overlay - Epoxy            |        |        | \$/CON |      |      |      |  |

| METRO REGION                        |          |   |                                 |  |        |     |     |  |  |  |
|-------------------------------------|----------|---|---------------------------------|--|--------|-----|-----|--|--|--|
| BRIDGE REPLACEMENT AND PRESERVATION |          |   |                                 |  |        |     |     |  |  |  |
| Wayne                               | M-39     | Sawyer Avenue Walkover over M-39              | Bridge Removal                  |  | \$     | CON |     |  |  |  |
| Wayne                               | M-39     | Vassar Avenue Walkover over M-39              | Bridge Replacement              |  | \$     | CON |     |  |  |  |
| Wayne                               | M-39     | Verne Street Pederstrian Crossover over M-39  | New Structure on Existing Route |  | \$     | CON |     |  |  |  |
| Wayne                               | OLD M-14 | over Middle Rouge River                       | Bridge Replacement              |  | \$     | CON |     |  |  |  |
| Wayne                               | OLD M-14 | Hines Drive over Old M-14 (Ann Arbor Road)    | Bridge Replacement              |  | \$     | CON |     |  |  |  |
| Wayne                               | US-24    | SB over Frank and Poet Drain                  | Scour Protection                |  | \$/CON |     |     |  |  |  |
| Wayne                               | US-24    | NB over Frank and Poet Drain                  | Culvert Replacement             |  | \$/CON |     |     |  |  |  |
| Wayne                               | I-96 E   | Greenfield Road over I-96 and CSX Railroad    | Bearing Realignment             |  | \$     | CON |     |  |  |  |
| Wayne                               | I-96 E   | Fullerton Avenue over I-96 (Jeffries Freeway) | Bridge Removal                  |  | \$     | CON |     |  |  |  |
| Wayne                               | I-96 E   | CSX Railroad over I-96 (Jeffries Freeway)     | Substructure Patching           |  | \$     | CON |     |  |  |  |
| Oakland                             | I-696    | Meredith Drive over I-696                     | Deck Replacement                |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | U-turn at El Capitan Drive over I-696         | Deck Replacement                |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Meadowood Avenue over I-696                   | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Lasher Road over I-696                        | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | 11 Mile Road over I-696                       | Overlay - Epoxy                 |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Evergreen Road over I-696                     | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Santa Barbara Drive over I-696                | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Southfield Road U-turn over I-696             | Overlay - Epoxy                 |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Southfield Road over I-696                    | Overlay - Epoxy                 |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Southfield Road U-turn over I-696             | Overlay - Epoxy                 |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | EB 11 Mile Service Road over I-696            | Overlay - Epoxy                 |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Lincoln Drive over I-696                      | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | U-turn west of Greenfield Road over I-696     | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Greenfield Road over I-696                    | Overlay - Epoxy                 |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | U-turn east of Greenfield Road over I-696     | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | WB 10 Mile Road Service Road over I-696       | Healer Sealer                   |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Coolidge Road U-turn over I-696               | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Coolidge Road over I-696                      | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Coolidge Road U-turn over I-696               | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |
| Oakland                             | I-696    | Scotia Road over I-696                        | Miscellaneous Bridge CPM        |  | \$/CON | CON | CON |  |  |  |

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|--|--------------------------|---|-------------------------------|--------|--------|------|------|------|------|--|
| METRO REGION                               |                          |   |                               |        |        |      |      |      |      |  |
| BRIDGE REPLACEMENT AND PRESERVATION        |                          |   |                               |        |        |      |      |      |      |  |
| COUNTY                                     | ROUTE (COMMON NAME)      | LOCATION  | TYPE OF WORK                  | LENGTH | 2024   | 2025 | 2026 | 2027 | 2028 |  |
| Oakland                                    | I-696                    | Woodward Avenue U-turn west over I-696                  | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | WB Service Road over M-1 (Woodward Avenue)              | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | SB Woodward Service Road over I-696                     | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | EB Service Road over M-1 (Woodward Avenue)              | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | NB Woodward Service Road over I-696                     | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Main Street over I-696                                  | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Mohawk Avenue over I-696                                | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Mohawk Avenue over I-696                                | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Campbell Avenue over I-696                              | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Corporate Drive over I-696                              | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Harvard over I-696                                      | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Central Park Boulevard over I-696                       | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Meadowlark U-turn east over I-696                       | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Red River Avenue U-turn over I-696                      | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Santa Barbara Drive U-turn east over I-696              | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Lathrup Road over I-696                                 | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Manistee Street U-turn over I-696                       | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Roanoke Avenue U-turn over I-696                        | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Maplefield Road U-turn over I-696                       | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | WB over M-1 Woodward                                    | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | EB over M-1 Woodward                                    | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | GTW Railroad over I-696                                 | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | EB I-696 over N-S Service Road                          | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | over N-S Service Road                                   | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | from I-75 Ramp over N-S Service Road                    | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Ramps AF and EF over N Service Road                     | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | over N Service Road                                     | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Ramps GH and GD over N Service Road                     | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | John R Road over I-696                                  | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | U-turn at Battelle Avenue over I-696                    | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Couzens Street over I-696                               | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | 10 Mile Road Connector over I-696                       | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Dequindre Left Turn over I-696                          | Substructure Patching         |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | Dequindre Avenue over I-696                             | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | I-696 Turn Roadway EB over I-696 and Ramps from I-75 NB | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | I-75 SB to I-696 EB over I-696 and Ramps from I-75 SB   | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | I-696 Ramp EB over I-75 and Ramps to I-75 NB            | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Oakland                                    | I-696                    | I-696 Ramp WB over I-75 and Ramps to I-75 SB            | Miscellaneous Bridge CPM      |        | \$/CON | CON  | CON  |      |      |  |
| Wayne                                      | I-94                     | over Entrance to Ford Plant                             | Superstructure Replacement    |        | \$     | CON  | CON  |      |      |  |
| Wayne                                      | Conn 240 N               | US-24-I-75 Connector NB over Conrail                    | Superstructure Repair - Steel |        | \$/CON |      |      |      |      |  |
| Wayne                                      | Conn 240 N               | US-24-I-75 Connector SB over Conrail                    | Overlay - Epoxy               |        | \$/CON |      |      |      |      |  |
| Wayne                                      | Conn 240 N               | US-24-I-75 Connector SB over Racho Road                 | Overlay - Epoxy               |        | \$/CON |      |      |      |      |  |
| Wayne                                      | Conn 240 N               | US-24 I-75 Connector NB over Racho Road                 | Overlay - Epoxy               |        | \$/CON |      |      |      |      |  |
| Wayne                                      | I-94 EB                  | over Beech-Daly Road                                    | Bridge Replacement            |        | \$/CON | CON  | CON  |      |      |  |
| Wayne                                      | M-39                     | Sawyer Avenue Walkover over M-39                        | Bridge Replacement            |        | \$     | CON  |      |      |      |  |
| Wayne                                      | US-24, I-75 Connector SB | over US-24 NB   | Bridge Replacement            |        | \$/CON |      |      |      |      |  |
| Wayne                                      | I-96                     | Virgil Street over I-96                                 | Deck Replacement              |        | \$     | CON  |      |      |      |  |
| Wayne                                      | Hubbell St               | Hubbell Avenue over I-96 (Jeffries Freeway)             | Deck Replacement              |        | \$     | CON  |      |      |      |  |
| Wayne                                      | M-39                     | Hubbard Avenue EB over M-39                             | Substructure Replacement      |        | \$     | CON  | CON  |      |      |  |
| Wayne                                      | M-39                     | Hubbard Avenue WB over M-39                             | Substructure Replacement      |        | \$     | CON  | CON  |      |      |  |
| Wayne                                      | M-39                     | Warren Avenue over M-39                                 | Miscellaneous Bridge CPM      |        | \$     | CON  | CON  |      |      |  |
| Wayne                                      | M-39                     | Joy Road over M-39                                      | Miscellaneous Bridge CPM      |        | \$     | CON  | CON  |      |      |  |

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|--|---------------------|---|--------------------------------|--------|--------|--------|--------|------|------|--|
| METRO REGION                               |                     |   |                                |        |        |        |        |      |      |  |
| BRIDGE REPLACEMENT AND PRESERVATION        |                     |   |                                |        |        |        |        |      |      |  |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK                   | LENGTH | 2024   | 2025   | 2026   | 2027 | 2028 |  |
| Wayne                                      | M-39                | W Chicago Avenue over M-39                          | Miscellaneous Bridge CPM       |        | \$     | CON    | CON    |      |      |  |
| Wayne                                      | M-39                | I-94 EB over Pelham Road                            | Miscellaneous Bridge CPM       |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 WB over Pelham Road                            | Miscellaneous Bridge CPM       |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 EB Ramp over Pelham Road                       | Painting Complete              |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 EB Ramp over Pelham Road                       | Joint Replacement              |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 EB Ramp over M-39                              | Miscellaneous Bridge CPM       |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 EB over M-39                                   | Miscellaneous Bridge CPM       |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 WB over M-39                                   | Miscellaneous Bridge CPM       |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 WB Ramp F over M-39                            | Miscellaneous Bridge CPM       |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 WB Ramp H over M-39                            | Substructure Repair            |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | Van Born Road over M-39                             | Joint Replacement              |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | Ramp J to M-39 over I-94 EB Ramps B and G           | Joint Replacement              |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | over Ecorse Creek                                   | Deck Replacement               |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | Outer Drive S EB over M-39                          | Substructure Patching          |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | Outer Drive S WB over M-39                          | Substructure Patching          |        | \$     | CON    | CON    | CON  | CON  |  |
| Wayne                                      | M-39                | I-94 WB Ramp over I-94 EB Ramp B to M-39 NB         | Miscellaneous Bridge CPM       |        | \$     | CON    | CON    | CON  | CON  |  |
| Oakland                                    | I-696               | Meredith Drive over I-696                           | Deck Replacement               |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | U-turn at El Capitan Drive over I-696               | Deck Replacement               |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Santa Barbara Drive over I-696                      | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Lincoln Drive over I-696                            | Joint Replacement              |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | U-turn west of Greenfield Road over I-696           | Joint Replacement              |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | U-turn east of Greenfield Road over I-696           | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Mohawk Avenue over I-696                            | Miscellaneous Bridge CPM       |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Mohawk Avenue (UTN) over I-696                      | Miscellaneous Bridge CPM       |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Campbell Avenue over I-696                          | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Corporate Drive over I-696                          | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Harvard over I-696                                  | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Central Park Boulevard over I-696                   | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Meadowlark U-turn east over I-696                   | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Red River Avenue U-turn over I-696                  | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Santa Barbara Drive U-turn east over I-696          | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Lathrup Road over I-696                             | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Manistee Street U-turn over I-696                   | Concrete Surface Coating       |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Roanoke Avenue U-turn over I-696                    | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Maplefield Road U-turn over I-696                   | Overlay - Epoxy                |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | U-turn at Battelle Avenue over I-696                | Miscellaneous Bridge CPM       |        | \$/CON | CON    | CON    |      |      |  |
| Oakland                                    | I-696               | Couzens Street over I-696                           | Miscellaneous Bridge CPM       |        | \$/CON | CON    | CON    |      |      |  |
| Wayne                                      | M-10                | Spruce Street Walkoverover M-10                     | Bridge Removal                 |        | \$/CON |        |        |      |      |  |
| Macomb                                     | I-94                | I-696 Ramp E to N over I-94, 11 Mile Road and Ramps | Substructure Repair            |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | I-696 Ramp N to W over I-94                         | Bridge Barrier Railing Replace |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | Shady Lane Pedestrian Bridge over I-94              | Overlay - Epoxy                |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | 9 Mile Road SB Turn Around over I-94                | Substructure Repair            |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | 9 Mile Road over I-94                               | Substructure Repair            |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | 9 Mile Road NB Turn Around over I-94                | Bearing Realignment            |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | Stephens Drive over I-94                            | Painting - Zone                |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | 10 Mile Road S Turn Around over I-94                | Bearing Realignment            |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | 10 Mile Road over I-94                              | Bearing Realignment            |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | 10 Mile Road N Turn Around over I-94                | Bearing Realignment            |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | Frazho Road over I-94                               | Superstructure Repair - Steel  |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | 11 Mile Road over I-94                              | Painting - Zone                |        |        | \$/CON |        |      |      |  |
| Macomb                                     | I-94                | 8 Mile Road over I-94                               | Substructure Repair            |        |        | \$/CON |        |      |      |  |
| Oakland                                    | M-1                 | over Stoney Croft Drain                             | Culvert Replacement            |        |        | \$/CON |        |      |      |  |
| Oakland                                    | M-59                | M-150 over M-59                                     | Substructure Patching          |        |        | \$     | CON    |      |      |  |
| Oakland                                    | M-150               | over Paint Creek                                    | Overlay - Epoxy                |        |        |        | \$/CON |      |      |  |

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| 2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM |  |  |                                     |        |      |        |        |        |      |        |
|--|--|--|-------------------------------------|--------|------|--------|--------|--------|------|--------|
| METRO REGION                               |  |  |                                     |        |      |        |        |        |      |        |
| BRIDGE REPLACEMENT AND PRESERVATION        |  |  |                                     |        |      |        |        |        |      |        |
| COUNTY                                     | ROUTE (COMMON NAME)                    | LOCATION   | TYPE OF WORK                        | LENGTH | 2024 | 2025   | 2026   | 2027   | 2028 |        |
| Oakland                                    | M-150                                  | over GTW Railroad, Clinton Road, 1st and 2nd Street        | Overlay - Epoxy                     |        |      |        |        |        |      |        |
| Wayne                                      | M-10                                   | Grand River Avenue over M-10                               | Overlay - Epoxy                     |        |      |        | \$     | CON    | CON  |        |
| Wayne                                      | M-10                                   | Webb Avenue over M-10                                      | Miscellaneous Rehabilitation        |        |      |        | \$     | CON    | CON  |        |
| Wayne                                      | M-10                                   | Ramp over M-8 EB Davison Street                            | Miscellaneous Bridge CPM            |        |      |        | \$     | CON    | CON  |        |
| Wayne                                      | M-10                                   | Myers Road over M-10                                       | Miscellaneous Bridge CPM            |        |      |        | \$     | CON    | CON  |        |
| Wayne                                      | M-10                                   | I-75 W S Ramp over M-10                                    | Miscellaneous Bridge CPM            |        |      |        | \$     | CON    | CON  |        |
| Wayne                                      | M-10                                   | WB over M-8 Ramp to M-10 SB                                | Miscellaneous Bridge CPM            |        |      |        | \$     | CON    | CON  |        |
| Wayne                                      | US-24                                  | over Conrail   | Bridge Barrier Railing Replace      |        |      |        | \$/CON |        |      |        |
| Macomb                                     | I-696                                  | EB 11 Mile Road over I-696                                 | Deck Replacement                    |        |      |        |        | \$/CON |      |        |
| Macomb                                     | I-696                                  | Belanger Avenue over I-696                                 | Deck Replacement                    |        |      |        |        | \$/CON |      |        |
| Macomb                                     | I-696                                  | Barkman Avenue over I-696                                  | Deck Replacement                    |        |      |        |        | \$/CON |      |        |
| Macomb                                     | I-94                                   | over Clinton River Control Channel                         | Overlay - Epoxy                     |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | Ramp (WB Beach) over Clinton River Spillway                | Overlay - Epoxy                     |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | WB over Clinton River, N and S Roads                       | Scour Protection                    |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | EB over Clinton River, N and S Roads                       | Scour Protection                    |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | EB over Selfridge Air National Guard Base Spur Track       | Healer Sealer                       |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | WB over Selfridge Air National Guard Base Spur Track       | Healer Sealer                       |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | EB over Crocker Road                                       | Overlay - Epoxy                     |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | WB over Crocker Road                                       | Overlay - Epoxy                     |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | EB over Joy Road   | Superstructure Repair - Concrete    |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | WB over Joy Road   | Superstructure Repair - Concrete    |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | M-3 and M-29 over I-94                                     | Joint Replacement                   |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | 21 Mile Road over I-94                                     | Overlay - Epoxy                     |        |      |        |        |        |      | \$/CON |
| Macomb                                     | I-94                                   | Cotton Road over I-94                                      | Healer Sealer                       |        |      |        |        |        |      | \$/CON |
| METRO REGION                               |  |  |                                     |        |      |        |        |        |      |        |
| FREEWAY RESURFACING PROGRAM                |  |  |                                     |        |      |        |        |        |      |        |
| Wayne                                      | M-10                                   | from I-75 to Jefferson Avenue/Griswold Street              | Road Rehabilitation                 | 1.619  | \$   | CON    | CON    |        |      |        |
| Wayne                                      | I-75                                   | from 14th St to I-375                                      | Road Rehabilitation                 | 5.037  | \$   | CON    |        |        |      |        |
| Wayne                                      | I-94                                   | from Beech Daly Road to Pelham Road                        | Road Rehabilitation                 | 3.145  |      | \$/CON |        |        |      |        |
|  |  |  |                                     | 9.801  |      |        |        |        |      |        |
| METRO REGION                               |  |  |                                     |        |      |        |        |        |      |        |
| NEW ROADS                                  |  |  |                                     |        |      |        |        |        |      |        |
| Wayne                                      | Gordie Howe International Bridge Plaza | Gordie Howe International Bridge - Plaza Area              | New Roads                           |        | CON  |        |        |        |      |        |
| Wayne                                      | Gordie Howe International Bridge       | Gordie Howe International Bridge                           | Contracts                           |        | CON  |        |        |        |      |        |
| Wayne                                      | Gordie Howe International Bridge       | Gordie Howe International Bridge - Interchange Area        | New Roads                           |        | CON  |        |        |        |      |        |
| Wayne                                      | Gordie Howe International Bridge       | Gordie Howe International Bridge - Bridge Area             | New Roads                           |        | CON  |        |        |        |      |        |
| Wayne                                      | Gordie Howe International Bridge       | Gordie Howe International Bridge - Rail West of Plaza Area | Rail                                |        | CON  |        |        |        |      |        |
| METRO REGION                               |  |  |                                     |        |      |        |        |        |      |        |
| NON-FREEWAY RESURFACING PROGRAM            |  |  |                                     |        |      |        |        |        |      |        |
| Macomb                                     | M-19                                   | from Main Street (New Haven) to S Main Street (Richmond)   | Road Capital Preventive Maintenance | 5.855  | \$   | CON    |        |        |      |        |
|  |  |  |                                     | 5.855  |      |        |        |        |      |        |

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| 2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM |                                |   |                              |        |      |        |        |        |      |        |
|--|--------------------------------|---|------------------------------|--------|------|--------|--------|--------|------|--------|
| METRO REGION                               |                                |   |                              |        |      |        |        |        |      |        |
| OPERATIONS                                 |                                |   |                              |        |      |        |        |        |      |        |
| COUNTY                                     | ROUTE (COMMON NAME)            | LOCATION  | TYPE OF WORK                 | LENGTH | 2024 | 2025   | 2026   | 2027   | 2028 |        |
| Oakland                                    | I-696 W/M-1 Ramp               | from WB I-696 exit Ramp to M-1                                  | Traffic Safety               | 0.400  | \$   | CON    | CON    |        |      |        |
| Macomb                                     | I-94 W                         | Between M-59 and 21 Mile Road                                   | Minor Widening               | 1.882  |      |        |        |        |      | \$/CON |
|  |                                |   |                              | 2.282  |      |        |        |        |      |        |
| METRO REGION                               |                                |   |                              |        |      |        |        |        |      |        |
| ROAD - REHABILITATION AND RECONSTRUCTION   |                                |   |                              |        |      |        |        |        |      |        |
| Wayne                                      | OLD-14                         | from Newburgh Road to Market Street                             | Reconstruction               | 0.393  | \$   | CON    |        |        |      |        |
| Wayne                                      | M-85                           | from Rosa Parks Boulevard to Griswold Street                    | Road Rehabilitation          | 1.120  | \$   | CON    |        |        |      |        |
| Wayne                                      | US-12                          | from Haggerty Road to Pershing Street                           | Road Rehabilitation          | 2.545  | \$   | CON    |        |        |      |        |
| Wayne                                      | I-94                           | from Pelham to east of M-39                                     | Road Rehabilitation          | 3.489  | \$   | CON    | CON    |        |      |        |
| Oakland                                    | I-696                          | from Lahser Road to Dequindre Road                              | Road Rehabilitation          | 9.896  | \$   | CON    | CON    |        |      |        |
| Wayne                                      | I-94                           | from Wayne Road to Middlebelt Road                              | Reconstruction               | 3.116  | \$   | CON    | CON    |        |      |        |
| Oakland                                    | I-75 BL<br>(Woodward Ave Loop) | M-59 and US-24 Business Route (N Cass Avenue)                   | Reconstruction               | 2.677  | \$   | CON    | CON    |        |      |        |
| Oakland                                    | I-75 BL<br>(Woodward Ave Loop) | US-24 Business Route over Pontiac Creek                         | Joint Repair                 | 2.677  | \$   | CON    | CON    |        |      |        |
| Oakland                                    | I-75 BL<br>(Woodward Ave Loop) | I-75 Business Route over Clinton River                          | Miscellaneous Rehabilitation | 2.677  | \$   | CON    | CON    |        |      |        |
| Oakland                                    | I-75 BL<br>(Woodward Ave Loop) | I-75 Business Route over Pontiac Creek                          | Crack Sealing                | 2.677  | \$   | CON    | CON    |        |      |        |
| Oakland                                    | I-75 BL<br>(Woodward Ave Loop) | I-75 Business Route over Pontiac Creek                          | Joint Repair                 | 2.677  | \$   | CON    | CON    |        |      |        |
| Oakland                                    | I-75 BL<br>(Woodward Ave Loop) | I-75 Business Route over Clinton River                          | Crack Sealing                | 2.677  | \$   | CON    | CON    |        |      |        |
| Oakland                                    | I-75 BL (Woodward Ave Loop)    | M-59 (E Huron Street) over Pontiac Creek                        | Crack Sealing                | 2.677  | \$   | CON    | CON    |        |      |        |
| Wayne                                      | I-94                           | from Middlebelt Road to Beech Daly Road                         | Reconstruction               | 2.506  | \$   | CON    | CON    |        |      |        |
| Wayne                                      | I-94                           | EB over Inkster Road  | Bridge Replacement           | 2.506  | \$   | CON    | CON    |        |      |        |
| Wayne                                      | I-94                           | WB over Inkster Road  | Bridge Replacement           | 2.506  | \$   | CON    | CON    |        |      |        |
| Wayne                                      | I-94                           | EB over Ecorse Road   | Bridge Replacement           | 2.506  | \$   | CON    | CON    |        |      |        |
| Wayne                                      | I-94                           | WB over Ecorse Road   | Bridge Replacement           | 2.506  | \$   | CON    | CON    |        |      |        |
| Wayne                                      | M-153                          | west of Sheldon Road to west of Lotz Road                       | Reconstruction               | 2.412  |      | \$/CON | CON    |        |      |        |
| Wayne                                      | I-375                          | from the I-75 interchange to Atwater Street                     | Reconstruction               | 3.362  |      | \$/CON | CON    | CON    |      |        |
| Wayne                                      | I-375                          | M-3 (Gratiot Avenue) over Dequindre Cut                         | Bridge Replacement           | 3.362  |      | \$/CON | CON    | CON    |      |        |
| Wayne                                      | I-375                          | Larned Street over I-375  | Bridge Removal               | 3.362  |      | \$/CON | CON    | CON    |      |        |
| Wayne                                      | I-375                          | Jefferson Avenue over I-375                                     | Bridge Removal               | 3.362  |      | \$/CON | CON    | CON    |      |        |
| Wayne                                      | I-375                          | Hastings Street over I-375                                      | Bridge Removal               | 3.362  |      | \$/CON | CON    | CON    |      |        |
| Wayne                                      | US-12                          | from I-96 to Cass Avenue  | Reconstruction               | 1.621  |      | \$/CON | CON    |        |      |        |
| Wayne                                      | US-24                          | from Carter Road to Pennsylvania Road                           | Reconstruction               | 2.633  |      |        | \$/CON | CON    | CON  |        |
| Oakland                                    | M-59                           | from Elizabeth Lake Road to US-24                               | Road Rehabilitation          | 1.449  |      |        | \$/CON | CON    |      |        |
| Oakland                                    | M-150                          | from Avon Road to Clinton River and Paint Creek to Tienken Road | Reconstruction               | 1.464  |      |        | \$/CON | CON    |      |        |
| Macomb                                     | M-3 NB                         | from Church Street to Canfield Drive                            | Reconstruction               | 1.478  |      |        | \$/CON | CON    |      |        |
| Wayne                                      | M-10                           | from Meyers Road to I-75  | Road Rehabilitation          | 9.480  |      |        | \$     | CON    | CON  |        |
| Wayne                                      | US-12                          | from Pershing Street to east of Henry Ruff Road                 | Reconstruction               | 3.393  |      |        | \$     | CON    | CON  |        |
|  |                                |   |                              | 92.568 |      |        |        |        |      |        |
| METRO REGION                               |                                |   |                              |        |      |        |        |        |      |        |
| TRAFFIC AND SAFETY - SAFETY PROGRAMS       |                                |   |                              |        |      |        |        |        |      |        |
| Oakland                                    | US-24                          | at White Lake Road  | Traffic Safety               | 0.294  |      | \$/CON |        |        |      |        |
| Oakland                                    | I-75 Ramps                     | at Grange Hall Road   | Traffic Safety               | 0.943  |      |        |        | \$/CON |      |        |
|  |                                |   |                              | 1.237  |      |        |        |        |      |        |

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## METRO REGION

## TRUNKLINE MODERNIZATION I-75 OAKLAND COUNTY

| COUNTY  | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK                    | LENGTH  | 2024 | 2025 | 2026 | 2027 | 2028 |
|---------|---------------------|---|---------------------------------|---------|------|------|------|------|------|
| Oakland | I-75                | from 8 Mile Road to north of South Boulevard            | Reconstruction                  | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | W Shevlin Avenue Double U-turn over I-75                | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Dallas Avenue Double U-turn over I-75                   | Bridge Removal                  | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | NB over Red Run Drain Path                              | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | SB over Red Run Drain Path                              | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | 12 Mile Road Walkover over I-75                         | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Bernhard Street Walkover over I-75                      | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Harry Avenue Walkover over I-75                         | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Highland Avenue Walkover over I-75                      | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Browning Avenue Walkover over I-75                      | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Orchard Street Walkover over I-75                       | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Gardenia Road over I-75                                 | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | NB Service Road over I-75                               | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | NB over 12 Mile Road                                    | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | SB over 12 Mile Road                                    | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | NB over 13 Mile Road                                    | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | SB over 13 Mile Road                                    | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Myers Road over I-75                                    | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | John R Road SB Turn Ramp over I-75                      | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | John R Road over I-75                                   | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | John R Road NB Turn Ramp over I-75                      | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Nine Mile Road Turn Ramp over I-75                      | Bridge Removal                  | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | Woodward Heights Boulevard over I-75                    | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | 10.5 Mile Road over I-75                                | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | 11 Mile Road over I-75                                  | Bridge Replacement              | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | from I-696 W to I-75 N over I-75 N to 11 Mile Exit Ramp | New Structure on Existing Route | 9.991   | CON  |      |      |      |      |
| Oakland | I-75                | NB Ramp over 12 Mile Road                               | New Structure on Existing Route | 9.991   | CON  |      |      |      |      |
|         |                     |   |                                 | 269.757 |      |      |      |      |      |

|              |  |
|--------------|--|
| METRO REGION |  |
|--------------|--|

## TRUNKLINE MODERNIZATION I-94 DETROIT

|       |        |  |                                 |       |        |        |     |     |     |
|-------|--------|--|---------------------------------|-------|--------|--------|-----|-----|-----|
| Wayne | I-94   | Cass Avenue over I-94  | Bridge Replacement              |       | CON    | CON    |     |     |     |
| Wayne | I-94 E | Grand River Avenue over I-94   | Miscellaneous Bridge            |       | CON    |        |     |     |     |
| Wayne | I-94 E | Cass Avenue over I-94  | Miscellaneous Bridge            |       | CON    |        |     |     |     |
| Wayne | I-94 E | at Conrail Railroad (X01 of 82025)                                     | Bridge Removal                  |       | \$/CON | CON    | CON |     |     |
| Wayne | I-94 E | Conrail Railroad Spur Business Route (ABN) over I-94                   | Bridge Removal                  |       | \$/CON | CON    | CON |     |     |
| Wayne | I-94 E | Conrail Railroad over I-94   | New Structure on Existing Route |       | \$/CON | CON    | CON |     |     |
| Wayne | I-94 E | Conrail Railroad over I-94   | New Structure on Existing Route |       | \$/CON | CON    | CON |     |     |
| Wayne | I-94 E | Rohns Avenue Walkover over I-94  | Bridge Replacement              |       | \$/CON | CON    | CON |     |     |
| Wayne | I-94 W | Lemay Street over I-94   | New Structure on Existing Route |       | \$/CON | CON    | CON |     |     |
| Wayne | I-94   | at Conrail Railroad (X02 of 82024)                                     | Bridge Replacement              |       |        | \$/CON | CON | CON | CON |
| Wayne | I-94   | Conrail Railroad over I-94   | Bridge Replacement              |       |        | \$/CON | CON | CON | CON |
| Wayne | I-94 E | from I-94 east of X01 82024 (Conrail Railroad) to west of Burns Street | Reconstruction                  | 2.026 |        | \$/CON | CON | CON |     |
|       |        |  |                                 | 2.026 |        |        |     |     |     |

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| NORTH REGION |     |
|--------------|-----|
| 1            | 2   |
| 3            | 4   |
| 5            | 6   |
| 7            | 8   |
| 9            | 10  |
| 11           | 12  |
| 13           | 14  |
| 15           | 16  |
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| 95           | 96  |
| 97           | 98  |
| 99           | 100 |

## BRIDGE - BIG BRIDGE PROGRAM

| COUNTY       | ROUTE (COMMON NAME) | LOCATION           | TYPE OF WORK             | LENGTH | 2024 | 2025 | 2026 | 2027   | 2028 |
|--------------|---------------------|--------------------|--------------------------|--------|------|------|------|--------|------|
| Presque Isle | US-23               | over Ocqueoc River | Substructure Replacement |        |      |      |      | \$/CON |      |

## NORTH REGION

## BRIDGE REPLACEMENT AND PRESERVATION

|           |       |                                     |                                |  |    |     |     |        |     |
|-----------|-------|-------------------------------------|--------------------------------|--|----|-----|-----|--------|-----|
| Iosco     | M-55  | over E Business Route Au Gres River | Bridge Replacement             |  | \$ | CON |     |        |     |
| Cheboygan | US-23 | over Smiths Creek                   | Bridge Replacement             |  |    | \$  | CON |        |     |
| Crawford  | I-75  | SB over Lake State Railroad         | Overlay - Deep                 |  |    |     |     | \$/CON | CON |
| Crawford  | I-75  | NB over Lake State Railroad         | Bridge Barrier Railing Replace |  |    |     |     | \$/CON | CON |
| Crawford  | I-75  | SB over M-72                        | Bridge Replacement             |  |    |     |     | \$/CON | CON |
| Crawford  | I-75  | NB over M-72                        | Bridge Replacement             |  |    |     |     | \$/CON | CON |
| Cheboygan | M-68  | over I-75 SB                        | Superstructure Repair - Steel  |  |    |     |     |        | \$  |
| Cheboygan | M-68  | over I-75 NB                        | Superstructure Repair - Steel  |  |    |     |     |        | \$  |
| Cheboygan | M-68  | Onaway Road/Old M-68 over I-75      | Superstructure Repair - Steel  |  |    |     |     |        | \$  |

## NORTH REGION

## NON-FREEWAY RESURFACING PROGRAM

|              |        |  |                                     |        |        |        |        |  |  |
|--------------|--------|--|-------------------------------------|--------|--------|--------|--------|--|--|
| Emmet        | US-131 | from south of Lears Road north to US-31                                  | Road Capital Preventive Maintenance | 1.585  | \$     | CON    |        |  |  |
| Emmet        | US-31  | from Milton Road to Woodland Road and M-68 from Miller Road to King Road | Road Capital Preventive Maintenance | 8.207  | \$     | CON    |        |  |  |
| Missaukee    | M-55   | from Cadillac city limits east to M-66                                   | Road Capital Preventive Maintenance | 8.114  | \$/CON |        |        |  |  |
| Charlevoix   | M-75   | from US-131 to Air Industrial Park                                       | Road Capital Preventive Maintenance | 3.990  | \$     | CON    |        |  |  |
| Manistee     | M-55   | from Udell Hills Road to Pine River                                      | Road Capital Preventive Maintenance | 6.750  |        | \$/CON |        |  |  |
| Manistee     | M-22   | from 8 Mile Road to Norman Road  | Road Capital Preventive Maintenance | 11.882 |        | \$/CON |        |  |  |
| Presque Isle | M-65   | from Grand Lake Highway north to US-23                                   | Road Capital Preventive Maintenance | 4.335  |        |        | \$/CON |  |  |
|              |        |  |                                     | 44.863 |        |        |        |  |  |

**NORTH REGION**

## OPERATIONS

|                |       |                                 |                |       |  |    |     |  |        |
|----------------|-------|---------------------------------|----------------|-------|--|----|-----|--|--------|
| Grand Traverse | US-31 | at Three Mile Road intersection | Minor Widening | 0.420 |  | \$ | CON |  |        |
| Grand Traverse | US-31 | at M-37 intersection            | Minor Widening | 0.405 |  |    |     |  | \$/CON |
|                |       |                                 |                | 0.825 |  |    |     |  |        |

| NORTH REGION |     |
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## REST AREAS

|           |      |                      |                                |  |       |       |     |  |  |
|-----------|------|----------------------|--------------------------------|--|-------|-------|-----|--|--|
| Otsego    | I-75 | Vanderbilt Rest Area | Roadside Facilities - Preserve |  | S/CON |       |     |  |  |
| Cheboygan | I-75 | Hebron Rest Area     | Roadside Facilities - Preserve |  |       | S/CON | CON |  |  |

**■** = Projects funded with RBMP funds

*EPE= Study/Environmental      PE=Preliminary Engineering/Design      PE-B=Preliminary Engineering/Design for Bridges*

UTL=Utility work      ROW=Right of way/Real Estate      CON=Construction

*Note: Only \$ will show for projects with planned obligation and construction in the same year. Projects obligating in later years may also not show construction if outside the five-year time frame.*

| NORTH REGION                             |                     |  |                     |        |        |        |      |        |        |
|--|---------------------|--|---------------------|--------|--------|--------|------|--------|--------|
| ROAD - REHABILITATION AND RECONSTRUCTION |                     |  |                     |        |        |        |      |        |        |
| COUNTY                                   | ROUTE (COMMON NAME) | LOCATION   | TYPE OF WORK        | LENGTH | 2024   | 2025   | 2026 | 2027   | 2028   |
| Grand Traverse                           | M-72 and M-22       | from west of US-31 north to Cherry Bend Road                         | Reconstruction      | 1.899  | \$     | CON    |      |        |        |
| Cheboygan                                | US-23               | from Huron Street to Mill Creek Discovery Park entrance              | Reconstruction      | 3.324  | \$/CON | CON    |      |        |        |
| Cheboygan                                | US-23               | over Unnamed Tributary   | Culvert Replacement | 3.324  | \$/CON | CON    |      |        |        |
| Benzie                                   | US-31               | from Reynolds Road to Sullivan Road                                  | Reconstruction      | 7.818  |        | \$/CON |      |        |        |
| Otsego                                   | I-75                | at the M-32 interchange  | Reconstruction      | 1.429  |        | \$     | CON  | CON    |        |
| Otsego                                   | I-75                | SB over M-32   | Bridge Replacement  | 1.429  |        | \$     | CON  | CON    |        |
| Otsego                                   | I-75                | NB over M-32   | Bridge Replacement  | 1.429  |        | \$     | CON  | CON    |        |
| Leelanau                                 | M-22                | from Reynolds Street to Hill Street                                  | Reconstruction      | 0.930  |        |        | \$   | CON    |        |
| Iosco                                    | US-23               | from Tawas River Bridge to Tawas Beach Road                          | Reconstruction      | 3.154  |        |        |      | \$/CON |        |
| Manistee                                 | US-31               | from Stronach Road to Mason Street and from Van Buren Street to M-55 | Reconstruction      | 4.505  |        |        |      | \$/CON | CON    |
| Oscoda                                   | M-72                | from Fourteenth Street to M-33                                       | Reconstruction      | 1.532  |        |        |      | \$/CON |        |
| Wexford                                  | US-131              | from M-115 north to Mackinaw Trail                                   | Road Rehabilitation | 0.713  |        |        |      |        | \$/CON |
| Manistee                                 | US-31               | from Maidens Road to Norconk Road                                    | Reconstruction      | 5.385  |        |        |      |        | \$     |
| Iosco                                    | M-65                | from Pine Acres Road to Kings Corner Road                            | Road Rehabilitation | 3.639  |        |        |      |        | \$/CON |
|  |                     |  |                     | 40.510 |        |        |      |        |        |

| NORTH REGION                         |      |                      |                |       |  |        |        |  |  |
|--------------------------------------|------|----------------------|----------------|-------|--|--------|--------|--|--|
| TRAFFIC AND SAFETY - SAFETY PROGRAMS |      |                      |                |       |  |        |        |  |  |
| Ogemaw                               | M-55 | at Rifle River Trail | Traffic Safety | 0.110 |  | \$/CON |        |  |  |
| Crawford                             | M-93 | at Old 27            | Traffic Safety | 0.228 |  |        | \$/CON |  |  |
|                                      |      |                      |                | 0.338 |  |        |        |  |  |



| SOUTHWEST REGION                    |                     |   |   |        |        |        |      |      |      |
|-------------------------------------|---------------------|---|---|--------|--------|--------|------|------|------|
| BRIDGE REPLACEMENT AND PRESERVATION |                     |   |   |        |        |        |      |      |      |
| COUNTY                              | ROUTE (COMMON NAME) | LOCATION                                    | TYPE OF WORK                                | LENGTH | 2024   | 2025   | 2026 | 2027 | 2028 |
| Berrien                             | US-31               | Buchanan Road over US-31                    | Overlay - Epoxy                             |        | \$     | CON    | CON  |      |      |
| Calhoun                             | I-194               | over Kalamazoo River                        | Bridge Replacement                          |        | \$/CON | CON    |      |      |      |
| Berrien                             | I-94                | EB over Hennessy Road                       | Overlay - Epoxy                             |        |        | \$/CON | CON  |      |      |
| Berrien                             | I-94                | WB over Hennessy Road                       | Overlay - Epoxy                             |        |        | \$/CON | CON  |      |      |
| Berrien                             | I-94                | EB over M-139                               | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Berrien                             | I-94                | WB over M-139                               | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Berrien                             | I-94                | Nickerson Avenue over I-94                  | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Berrien                             | I-94                | Friday Road over I-94                       | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Calhoun                             | M-99                | over S Business Route Kalamazoo River       | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Calhoun                             | M-99                | over Kalamazoo River                        | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | Centre Avenue (Q Avenue) over US-131        | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | Milham Road (O Avenue) over US-131          | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | Parkview (M Avenue) over US-131             | Asphalt overlay with waterproofing membrane |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | I-94 Business Loop (Stadium) over US-131    | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | Michigan Avenue over US-131                 | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | M-43 (Main Street) over US-131              | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | H Avenue over US-131                        | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | SB over D Avenue                            | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | NB over D Avenue                            | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | 44th Avenue (CR376) over I-196              | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | NB over 32nd Avenue (CR378)                 | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | SB over 32nd Avenue (CR378)                 | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | NB over 20th Avenue (CR380)                 | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | SB over 20th Avenue (CR380)                 | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | M-43 over I-196                             | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | I-196 Business Loop EB (Phoenix) over I-196 | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | I-196 Business Loop WB (Phoenix) over I-196 | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | M-140 over I-196                            | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Van Buren                           | I-196               | M-140 over Deerlick Creek                   | Scour Protection                            |        |        | \$/CON |      |      |      |
| Berrien                             | US-31               | Napier Avenue over US-31                    | Healer Sealer                               |        |        | \$/CON |      |      |      |
| St. Joseph                          | M-86                | M-60 over Little Portage Creek              | Deck Patching                               |        |        | \$/CON | CON  |      |      |
| St. Joseph                          | M-86                | over Prairie River                          | Healer Sealer                               |        |        | \$/CON | CON  |      |      |
| St. Joseph                          | M-86                | over Prairie River                          | Healer Sealer                               |        |        | \$/CON | CON  |      |      |
| St. Joseph                          | M-86                | over Swan Creek                             | Healer Sealer                               |        |        | \$/CON | CON  |      |      |
| Berrien                             | I-94                | Napier Road over I-94                       | Overlay - Epoxy                             |        |        | \$/CON |      |      |      |
| Kalamazoo                           | I-94                | Sprinkle Road over I-94                     | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Kalamazoo                           | US-131              | B Avenue over US-131                        | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Berrien                             | I-94                | Roslyn Road over I-94                       | Healer Sealer                               |        |        | \$/CON |      |      |      |
| Berrien                             | I-94                | Carmody Road over I-94                      | Healer Sealer                               |        |        | \$/CON |      |      |      |



| SOUTHWEST REGION                    |                          |   |                                |        |      |        |        |        |        |  |
|-------------------------------------|--------------------------|---|--------------------------------|--------|------|--------|--------|--------|--------|--|
| BRIDGE REPLACEMENT AND PRESERVATION |                          |   |                                |        |      |        |        |        |        |  |
| COUNTY                              | ROUTE (COMMON NAME)      | LOCATION  | TYPE OF WORK                   | LENGTH | 2024 | 2025   | 2026   | 2027   | 2028   |  |
| Berrien                             | I-94                     | Boyer Roadover I-94                                     | Healer Sealer                  |        |      | \$/CON |        |        |        |  |
| Berrien                             | I-94                     | Park Road over I-94                                     | Healer Sealer                  |        |      | \$/CON |        |        |        |  |
| Berrien                             | I-94                     | County Line Road over I-94                              | Healer Sealer                  |        |      | \$/CON |        |        |        |  |
| Calhoun                             | M-89 (Washington Avenue) | over GTW Railroad and Kalamazoo River                   | Overlay - Epoxy                |        |      |        | \$/CON |        |        |  |
| Berrien                             | I-196                    | Riverside Road over I-196                               | Bridge Barrier Railing Replace |        |      |        | \$     | CON    |        |  |
| Berrien                             | I-196                    | Central Avenue over I-196                               | Bridge Barrier Railing Replace |        |      |        | \$     | CON    |        |  |
| Van Buren                           | I-94                     | 58th Street (CR 681) over I-94                          | Overlay - Shallow              |        |      |        | \$     | CON    |        |  |
| Berrien                             | I-196                    | Red Arrow Highway over I-196                            | Overlay - Deep                 |        |      |        | \$     | CON    |        |  |
| Van Buren                           | I-94                     | 54th Street (CR 215) over I-94                          | Overlay - Shallow              |        |      |        | \$     | CON    |        |  |
| Calhoun                             | M-89                     | over Battle Creek River                                 | Superstructure Replacement     |        |      |        | \$     |        | CON    |  |
| Calhoun                             | I-94BL                   | over MDOT Railroad Corridor                             | Joint Repair                   |        |      |        | \$/CON |        |        |  |
| Calhoun                             | M-294                    | over Kalamazoo River                                    | Healer Sealer                  |        |      |        | \$/CON |        |        |  |
| Calhoun                             | M-311                    | over Alder Creek  | Bridge Replacement             |        |      |        |        | \$/CON |        |  |
| Kalamazoo                           | M-96                     | over Kalamazoo River                                    | Overlay - Deep                 |        |      |        | \$/CON | CON    |        |  |
| Kalamazoo                           | US-131                   | Ravine Road over US-131                                 | Overlay - Deep                 |        |      |        |        | \$     | CON    |  |
| Calhoun                             | I-194 NB and SB          | NB over Golden Avenue                                   | Overlay - Shallow              |        |      |        |        | \$/CON | CON    |  |
| Calhoun                             | I-194 NB and SB          | SB over Golden Avenue                                   | Overlay - Shallow              |        |      |        |        | \$/CON | CON    |  |
| Calhoun                             | M-311                    | over Nottawa Creek                                      | Bridge Replacement             |        |      |        |        | \$/CON |        |  |
| St. Joseph                          | M-60 and M-66            | over Nottawa Creek                                      | Overlay - Epoxy                |        |      |        |        |        | \$     |  |
| St. Joseph                          | M-60                     | at M-60 and US-131 Business Route over Rocky River      | Overlay - Deep                 |        |      |        |        |        | \$     |  |
| St. Joseph                          | M-60                     | at M-60 and US-131 Business Route over Rocky River Race | Overlay - Shallow              |        |      |        |        |        | \$     |  |
| St. Joseph                          | M-60                     | over Portage River                                      | Bridge Replacement             |        |      |        |        |        | \$     |  |
| St. Joseph                          | M-60                     | at M-86 (South Main Street) over St Joseph River        | Healer Sealer                  |        |      |        |        |        | \$     |  |
| Calhoun                             | M-89                     | over Wabascon Creek                                     | Deck Replacement               |        |      |        |        |        | \$/CON |  |

| SOUTHWEST REGION                |            |  |                                     |        |        |        |     |  |  |  |
|---------------------------------|------------|--|-------------------------------------|--------|--------|--------|-----|--|--|--|
| NON-FREEWAY RESURFACING PROGRAM |            |  |                                     |        |        |        |     |  |  |  |
| Calhoun                         | M-66       | from M-60 to S Drive S                     | Road Capital Preventive Maintenance | 3.220  | \$     | CON    |     |  |  |  |
| Calhoun                         | M-96       | from west village limit of Augusta to M-37 | Road Capital Preventive Maintenance | 4.445  | \$/CON |        |     |  |  |  |
| Cass                            | US-12      | from M-62 to Five Points Road              | Road Capital Preventive Maintenance | 6.437  |        | \$/CON |     |  |  |  |
| Calhoun                         | Regionwide | at M-60, M-86, and M-99                    | Road Capital Preventive Maintenance | 5.417  |        | \$     | CON |  |  |  |
|                                 |            |  |                                     | 19.519 |        |        |     |  |  |  |

| SOUTHWEST REGION |                      |                                       |                |       |  |        |     |  |  |  |
|------------------|----------------------|---------------------------------------|----------------|-------|--|--------|-----|--|--|--|
| OPERATIONS       |                      |                                       |                |       |  |        |     |  |  |  |
| Kalamazoo        | M-343                | at Sprinkle Road                      | Minor Widening | 0.341 |  | \$/CON |     |  |  |  |
| Kalamazoo        | I-94 W/US-131 N Ramp | from I-94 WB Ramp to US-131 NB        | Minor Widening | 1.782 |  | \$/CON |     |  |  |  |
| Kalamazoo        | M-43                 | at 10th Street and Drake Road         | Minor Widening | 0.996 |  | \$/CON | CON |  |  |  |
| Calhoun          | M-96                 | from Territorial Road to Dickman Road | Minor Widening | 0.961 |  | \$/CON |     |  |  |  |
|                  |                      |                                       |                | 4.080 |  |        |     |  |  |  |

| SOUTHWEST REGION |      |                        |                                |  |        |        |  |  |  |  |
|------------------|------|------------------------|--------------------------------|--|--------|--------|--|--|--|--|
| REST AREAS       |      |                        |                                |  |        |        |  |  |  |  |
| Calhoun          | I-94 | Battle Creek Rest Area | Roadside Facilities - Improve  |  | \$/CON | CON    |  |  |  |  |
| Calhoun          | I-94 | Battle Creek Rest Area | Roadside Facilities - Preserve |  |        | \$/CON |  |  |  |  |

=Projects funded with RBMP funds

EPE= Study/Environmental    PE=Preliminary Engineering/Design    PE-B=Preliminary Engineering/Design for Bridges

UTL=Utility work    ROW=Right of way/Real Estate    CON=Construction

Note: Only \$ will show for projects with planned obligation and construction in the same year. Projects obligating in later years may also not show construction if outside the five-year time frame.

| SOUTHWEST REGION                         |                     |  |                     |        |      |        |      |      |      |  |
|--|---------------------|--|---------------------|--------|------|--------|------|------|------|--|
| ROAD - REHABILITATION AND RECONSTRUCTION |                     |  |                     |        |      |        |      |      |      |  |
| COUNTY                                   | ROUTE (COMMON NAME) | LOCATION   | TYPE OF WORK        | LENGTH | 2024 | 2025   | 2026 | 2027 | 2028 |  |
| St. Joseph                               | M-66                | from Indiana state line to Lafayette Street                | Road Rehabilitation | 3.435  | \$   | CON    |      |      |      |  |
| Berrien                                  | I-94 W              | from I-196 to west of M-140                                | Road Rehabilitation | 5.787  |      | \$/CON | CON  |      |      |  |
| Berrien                                  | M-139               | from south of I-94 to I-94 Business Loop                   | Reconstruction      | 4.372  |      | \$     | CON  |      |      |  |
| Van Buren                                | M-40                | over Brandywine Lake Drain, at 24th Avenue                 | Reconstruction      | 0.132  |      | \$/CON |      |      |      |  |
| Berrien                                  | US-12               | from Mayflower Road to M-139                               | Road Rehabilitation | 1.883  |      | \$     | CON  |      |      |  |
| Berrien                                  | M-63                | Central Avenue to the Blossomland and Bicentennial Bridges | Reconstruction      | 1.287  |      |        | \$   | CON  | CON  |  |
| Branch                                   | US-12               | from Michigan Avenue to Quincy Grange Road                 | Road Rehabilitation | 3.994  |      |        |      | \$   | CON  |  |
| St. Joseph                               | M-60                | at M-60, M-86, US-131 Business Route                       | Reconstruction      | 5.557  |      |        |      |      | \$   |  |
|  |                     |  |                     | 26.447 |      |        |      |      |      |  |



| SUPERIOR REGION             |       |   |                  |  |  |  |    |     |     |  |
|-----------------------------|-------|---|------------------|--|--|--|----|-----|-----|--|
| BRIDGE - BIG BRIDGE PROGRAM |       |   |                  |  |  |  |    |     |     |  |
| Houghton                    | US-41 | at US-41 and M-26, Railroad (ABN) over Portage Lake and EB M-26 | Deck Replacement |  |  |  | \$ | CON | CON |  |

| SUPERIOR REGION                     |       |   |                                |  |        |        |  |  |        |  |
|-------------------------------------|-------|---|--------------------------------|--|--------|--------|--|--|--------|--|
| BRIDGE REPLACEMENT AND PRESERVATION |       |   |                                |  |        |        |  |  |        |  |
| Alger                               | US-41 | over West Business Route Whitefish River  | Deck Replacement               |  | \$     | CON    |  |  |        |  |
| Chippewa                            | I-75  | M-48 over I-75, US-2                      | Overlay - Deep                 |  | \$/CON |        |  |  |        |  |
| Chippewa                            | I-75  | M-48 over I-75                            | Bridge Barrier Railing Replace |  | \$/CON |        |  |  |        |  |
| Mackinac                            | I-75  | NB over Cheeseman Road and Railroad (ABN) | Bridge Replacement             |  | \$/CON | CON    |  |  |        |  |
| Mackinac                            | I-75  | SB over Cheeseman Road and Railroad (ABN) | Bridge Replacement             |  | \$/CON | CON    |  |  |        |  |
| Marquette                           | US-41 | Old M-28 over Carp River                  | Bridge Removal                 |  |        | \$/CON |  |  |        |  |
| Gogebic                             | US-2  | over Powder Mill Creek                    | Deck Replacement               |  |        |        |  |  | \$/CON |  |
| Marquette                           | M-553 | over Halfway Creek                        | Culvert Replacement            |  |        |        |  |  | \$     |  |

| SUPERIOR REGION                 |       |                                       |                                     |        |    |     |  |  |  |  |
|---------------------------------|-------|---------------------------------------|-------------------------------------|--------|----|-----|--|--|--|--|
| NON-FREEWAY RESURFACING PROGRAM |       |                                       |                                     |        |    |     |  |  |  |  |
| Chippewa                        | M-123 | from Paradise to the Luce County line | Road Capital Preventive Maintenance | 12.491 | \$ | CON |  |  |  |  |
| Marquette                       | M-95  | from CR LLL to CR FLK/LLK             | Road Capital Preventive Maintenance | 5.184  | \$ | CON |  |  |  |  |
| Chippewa                        | M-123 | from Curley Lewis to O'Briens Creek   | Road Capital Preventive Maintenance | 14.013 | \$ | CON |  |  |  |  |

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| SUPERIOR REGION                 |                     |                                  |                                     |        |      |      |      |      |      |
|---------------------------------|---------------------|----------------------------------|-------------------------------------|--------|------|------|------|------|------|
| NON-FREEWAY RESURFACING PROGRAM |                     |                                  |                                     |        |      |      |      |      |      |
| COUNTY                          | ROUTE (COMMON NAME) | LOCATION                         | TYPE OF WORK                        | LENGTH | 2024 | 2025 | 2026 | 2027 | 2028 |
| Chippewa                        | M-80                | from I-75 to M-129               | Road Capital Preventive Maintenance | 7.917  | \$   | CON  |      |      |      |
| Ontonagon                       | M-38                | from US-45 to Firesteel Road     | Road Capital Preventive Maintenance | 11.944 |      | \$   | CON  |      |      |
| Dickinson                       | M-69                | from Felch to east of Oakes Road | Road Capital Preventive Maintenance | 9.007  |      | \$   | CON  |      |      |
| Menominee                       | US-2                | from 43.75 Road east to Powers   | Road Capital Preventive Maintenance | 8.737  |      | \$   | CON  |      |      |
|                                 |                     |                                  |                                     | 69.293 |      |      |      |      |      |

| SUPERIOR REGION |      |                      |                |       |  |  |  |  |    |
|-----------------|------|----------------------|----------------|-------|--|--|--|--|----|
| OPERATIONS      |      |                      |                |       |  |  |  |  |    |
| Delta           | US-2 | at North 30th Street | Traffic Safety | 0.130 |  |  |  |  | \$ |
|                 |      |                      |                | 0.130 |  |  |  |  |    |

| SUPERIOR REGION                          |       |  |                     |        |    |     |        |     |     |
|--|-------|--|---------------------|--------|----|-----|--------|-----|-----|
| ROAD - REHABILITATION AND RECONSTRUCTION |       |  |                     |        |    |     |        |     |     |
| Marquette                                | M-35  | from CR 480 to US-41   | Road Rehabilitation | 3.343  | \$ | CON |        |     |     |
| Ontonagon                                | M-26  | from US-45 to M-38 West Junction   | Road Rehabilitation | 5.646  | \$ | CON |        |     |     |
| Gogebic                                  | US-45 | from the state line north to US-2  | Road Rehabilitation | 7.423  | \$ | CON |        |     |     |
| Iron                                     | US-2  | from the state line north to north of CR 424                             | Reconstruction      | 7.392  |    | \$  | CON    |     |     |
| Chippewa                                 | M-123 | from Paradise Road south 0.46 miles                                      | Reconstruction      | 0.455  |    | \$  | CON    |     |     |
| Menominee                                | US-2  | from west of the Dickinson/Menominee county line east to 43.75 Road      | Road Rehabilitation | 1.670  |    | \$  | CON    |     |     |
| Gogebic                                  | US-2  | from Eddy Street to Pierce Street  | Reconstruction      | 1.073  |    |     | \$     | CON |     |
| Marquette                                | US-41 | from M-94 East Junction to Kunde Road                                    | Road Rehabilitation | 6.124  |    |     | \$/CON |     |     |
| Delta                                    | US-2  | from North 30th Street to Danforth Road                                  | Reconstruction      | 2.250  |    |     | \$     | CON | CON |
| Delta                                    | US-2  | C & NW Railroad over US-2  | Bridge Replacement  | 2.250  |    |     | \$     | CON | CON |
| Alger                                    | US-41 | from the Delta/Alger county line to the Alger/ Marquette county line     | Road Rehabilitation | 11.031 |    |     |        | \$  | CON |
| Mackinac                                 | M-134 | from SB I-75 Ramps to east of NB I-75 Ramps                              | Road Rehabilitation | 0.408  |    |     |        | \$  | CON |
| Dickinson                                | US-8  | from Fairview Drive north to US-2  | Road Rehabilitation | 1.322  |    |     |        | \$  | CON |
| Baraga                                   | M-28  | from the Houghton/Baraga county line to Johnson Road                     | Road Rehabilitation | 6.178  |    |     |        | \$  | CON |
| Houghton                                 | M-28  | from the Ontonagon County line to the east branch of the Ontonagon River | Road Rehabilitation | 4.950  |    |     |        | \$  | CON |
| Delta                                    | M-35  | from US-2 to 13th Street   | Reconstruction      | 0.157  |    |     |        | \$  | CON |
| Marquette                                | M-95  | from CR FH to CR 601   | Road Rehabilitation | 0.579  |    |     |        | \$  | CON |
| Alger                                    | M-28  | from the Marquette/Alger county line to Shelter Bay Road                 | Road Rehabilitation | 8.177  |    |     |        |     | \$  |
| Marquette                                | M-35  | from Marshall Drive to Smith Street                                      | Road Rehabilitation | 1.291  |    |     |        |     | \$  |
| Mackinac                                 | US-2  | from Worth Road to Wildwood Road   | Road Rehabilitation | 4.443  |    |     |        |     | \$  |
| Houghton                                 | M-28  | from the east branch of the Ontonagon River to Kitchie Road              | Road Rehabilitation | 4.630  |    |     |        |     | \$  |
|  |       |  |                     | 80.792 |    |     |        |     |     |

| SUPERIOR REGION                      |      |   |                |       |  |  |  |        |  |
|--------------------------------------|------|---|----------------|-------|--|--|--|--------|--|
| TRAFFIC AND SAFETY - SAFETY PROGRAMS |      |   |                |       |  |  |  |        |  |
| Alger                                | M-28 | at Au Train Forest Lake Road intersection | Traffic Safety | 0.260 |  |  |  | \$/CON |  |
|                                      |      |   |                | 0.260 |  |  |  |        |  |

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| UNIVERSITY REGION                   |                     |  |                            |        |        |        |        |      |      |
|-------------------------------------|---------------------|--|----------------------------|--------|--------|--------|--------|------|------|
| BRIDGE REPLACEMENT AND PRESERVATION |                     |  |                            |        |        |        |        |      |      |
| COUNTY                              | ROUTE (COMMON NAME) | LOCATION                                       | TYPE OF WORK               | LENGTH | 2024   | 2025   | 2026   | 2027 | 2028 |
| Monroe                              | I-75 N              | NB over Laplaigne Creek                        | Widen-Maintain Lanes       |        | \$/CON | CON    | CON    |      |      |
| Monroe                              | I-75 N              | SB over Laplaigne Creek                        | Overlay - Epoxy            |        | \$/CON | CON    | CON    |      |      |
| Monroe                              | I-75 N              | I-75 (NB exit ramp) over Laplaigne Creek       | Bridge Removal             |        | \$/CON | CON    | CON    |      |      |
| Monroe                              | I-75 N              | over Woodchuck Creek                           | Substructure Patching      |        | \$/CON | CON    | CON    |      |      |
| Monroe                              | I-75                | Mortar Creek Road over I-75                    | Deck Replacement           |        | \$/CON | CON    |        |      |      |
| Jackson                             | US-127 BR           | I-94 Business Loop and M-50 over Grand River   | Deck Replacement           |        | \$/CON | CON    |        |      |      |
| Jackson                             | US-127 BR           | M-106 over Grand River                         | Bridge Replacement         |        | \$/CON | CON    |        |      |      |
| Washtenaw                           | US-23               | Warren Road over US-23                         | Bridge Replacement         |        | \$/CON | CON    | CON    |      |      |
| Washtenaw                           | US-23               | Joy Road over US-23                            | Bridge Replacement         |        | \$/CON | CON    | CON    |      |      |
| Ingham                              | M-43                | over Red Cedar River                           | Bridge Replacement         |        |        | \$/CON | CON    |      |      |
| Hillsdale                           | M-49                | over St Joseph River                           | Superstructure Replacement |        |        | \$     | CON    |      |      |
| Jackson                             | US-127              | NB over Grand River                            | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Jackson                             | US-127              | SB over Grand River                            | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Jackson                             | US-127              | NB over Berry Road                             | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Jackson                             | US-127              | SB over Berry Road                             | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Jackson                             | US-127              | NB over Territorial Road                       | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Jackson                             | US-127              | SB over Territorial Road                       | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Ingham                              | US-127              | NB over Conrail and Hunttoon Creek             | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Ingham                              | US-127              | SB over Conrail and Hunttoon Creek             | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | EB over US-23 SB                               | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | WB over US-23 SB                               | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | EB over US-23 NB                               | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | at US-23 NB over I-96 WB                       | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | Spencer Road over I-96                         | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | EB over Old US-23                              | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | WB over Old US-23                              | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | EB over US-23 SB                               | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | WB over US-23 SB                               | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | EB over US-23 NB                               | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | WB over US-23 NB                               | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | EB over Old US-23                              | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Livingston                          | I-96 E              | WB over Old US-23                              | Overlay - Epoxy            |        |        | \$/CON |        |      |      |
| Washtenaw                           | US-23               | NB over I-94                                   | Overlay - Epoxy            |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | SB over I-94                                   | Overlay - Epoxy            |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | NB over Conrail and Huron River                | Bridge Replacement         |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | SB over Conrail and Huron River                | Bridge Replacement         |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | US-23 NB, I-94 Business Loop over Packard Road | Overlay - Epoxy            |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | US-23 SB, I-94 Business Loop over Packard Road | Overlay - Epoxy            |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | NB over US-23 Business Route                   | Bridge Replacement         |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | SB over US-23 Business Route                   | Bridge Replacement         |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | NB over Huron River Drive                      | Overlay - Epoxy            |        |        |        | \$/CON | CON  | CON  |
| Washtenaw                           | US-23               | SB over Huron River Drive                      | Overlay - Epoxy            |        |        |        | \$/CON | CON  | CON  |

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| 2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM |                     |   |  |        |      |      |        |      |        |  |
|--|---------------------|---|--|--------|------|------|--------|------|--------|--|
| UNIVERSITY REGION                          |                     |   |  |        |      |      |        |      |        |  |
| BRIDGE REPLACEMENT AND PRESERVATION        |                     |   |  |        |      |      |        |      |        |  |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION  | TYPE OF WORK                                 | LENGTH | 2024 | 2025 | 2026   | 2027 | 2028   |  |
| Washtenaw                                  | US-23               | Geddes Road over US-23                                | Overlay - Deep                               |        |      |      | \$/CON | CON  | CON    |  |
| Washtenaw                                  | US-23               | Earhart Road over US-23                               | Overlay - Shallow                            |        |      |      | \$/CON | CON  | CON    |  |
| Washtenaw                                  | US-23               | Plymouth-Ann Arbor Road over US-23                    | Overlay - Deep                               |        |      |      | \$/CON | CON  | CON    |  |
| Washtenaw                                  | US-23               | Ellsworth Road over US-23                             | Overlay - Epoxy                              |        |      |      | \$/CON | CON  | CON    |  |
| Ingham                                     | US-127              | SB over Coleman Road                                  | Overlay - Epoxy                              |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | NB over Coleman Road                                  | Overlay - Epoxy                              |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | NB over Red Cedar River and Ramp V                    | Bridge Replacement                           |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | SB over Red Cedar River and Ramp V                    | Bridge Replacement                           |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | SB Ramp over Ramp to I-496 WB                         | Deck Replacement                             |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | Ramp from I-496 EB over US-127 NB Ramp                | Deck Replacement                             |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | SB over Kalamazoo Street                              | Bridge Barrier Railing Replace               |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | SB over M-143   | Overlay - Epoxy                              |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | SB over Vine Street                                   | Bridge Barrier Railing Replace               |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | SB over Sellers Street                                | Bridge Barrier Railing Replace               |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | M-43 EB over US-127                                   | Bridge Barrier Railing Replace               |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | M-43 WB over US-127                                   | Overlay - Deep                               |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | NB over Kalamazoo Street                              | Bridge Barrier Railing Replace               |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | NB over M-143   | Overlay - Epoxy                              |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | NB over Vine Street                                   | Bridge Barrier Railing Replace               |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | NB over Sellers Street                                | Bridge Barrier Railing Replace               |        |      |      | \$/CON |      |        |  |
| Ingham                                     | US-127              | Lake Lansing Road over US-127                         | Overlay - Epoxy                              |        |      |      | \$/CON |      |        |  |
| Lenawee                                    | US-223              | over Wolf Creek                                       | Overlay - Epoxy                              |        |      |      | \$/CON |      |        |  |
| Lenawee                                    | US-223              | over Wolf Creek                                       | Asphalt overlay w/<br>waterproofing membrane |        |      |      | \$/CON |      |        |  |
| Lenawee                                    | US-223              | over MDOT Railroad Corridor and M-34                  | Overlay - Epoxy                              |        |      |      | \$/CON |      |        |  |
| Ingham                                     | I-96 BL             | over GTW Railroad, South Street and Red Cedar River   | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Jackson                                    | US-127 N            | NB over Conrail Railroad                              | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Jackson                                    | US-127 N            | SB over Conrail Railroad                              | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Jackson                                    | US-127 N            | US-127, M-50 NB over Parnall Road                     | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Jackson                                    | US-127 N            | US-127, M-50 SB over Parnall Road                     | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Jackson                                    | US-127 N            | Springport Road over US-127                           | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Monroe                                     | I-75                | Ready Road over I-75                                  | Bridge Replacement                           |        |      |      |        |      | \$/CON |  |
| Monroe                                     | US-24               | over Stony Creek                                      | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Washtenaw                                  | I-94 E              | over I-94 Business Loop                               | Superstructure Repair - Steel                |        |      |      |        |      | \$/CON |  |
| Washtenaw                                  | I-94 E              | Jackson Avenue WB, I-94 Business Route over I-94 Ramp | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Eaton                                      | I-69 N              | NB over GTW Railroad and Billwood Highway             | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Eaton                                      | I-69 N              | SB over GTW Railroad and Billwood Highway             | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Eaton                                      | I-69 N              | NB over M-100   | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Eaton                                      | I-69 N              | NB over Windsor and Nixon Highway                     | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Eaton                                      | I-69 N              | SB over Nixon Road                                    | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Eaton                                      | I-69 N              | NB over I-96  | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Eaton                                      | I-69 N              | SB over I-96  | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| Eaton                                      | I-69 N              | SB over M-100   | Overlay - Epoxy                              |        |      |      |        |      | \$/CON |  |
| UNIVERSITY REGION                          |                     |   |  |        |      |      |        |      |        |  |
| FREEWAY RESURFACING PROGRAM                |                     |   |  |        |      |      |        |      |        |  |
| Ingham                                     | I-96 W              | WB I-96 from Meridian Road to M-52                    | Road Capital Preventive Maintenance          | 8.650  | \$   | CON  |        |      |        |  |
| Livingston                                 | I-96                | from US-23 to Kent Lake Road                          | Road Capital Preventive Maintenance          | 4.492  |      | \$   | CON    |      |        |  |
|  |                     |   |  | 13.142 |      |      |        |      |        |  |

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|--|------------------------|--|-------------------------------------|--------|--------|--------|--------|--------|--------|--|
| UNIVERSITY REGION                          |                        |  |                                     |        |        |        |        |        |        |  |
| NON-FREEWAY RESURFACING PROGRAM            |                        |  |                                     |        |        |        |        |        |        |  |
| COUNTY                                     | ROUTE (COMMON NAME)    | LOCATION   | TYPE OF WORK                        | LENGTH | 2024   | 2025   | 2026   | 2027   | 2028   |  |
| Washtenaw                                  | M-153                  | from M-14 to Frains Lake Road  | Road Capital Preventive Maintenance | 1.553  | \$/CON |        |        |        |        |  |
| Jackson                                    | Old 106                | from I-94 Business Loop (Louis Glick Highway) to M-106 (Cooper Street) | Road Capital Preventive Maintenance | 0.551  | \$/CON |        |        |        |        |  |
| Lenawee                                    | US-223 BR              | from US-223 east to Winter Street                                      | Road Capital Preventive Maintenance | 1.749  | \$/CON |        |        |        |        |  |
| Washtenaw                                  | M-17                   | from Carpenter Road to N Summit Street                                 | Road Capital Preventive Maintenance | 2.851  | \$/CON |        |        |        |        |  |
| Eaton                                      | M-100                  | from I-69 to Doane Highway   | Road Capital Preventive Maintenance | 3.806  | \$     | CON    |        |        |        |  |
| Eaton                                      | M-50                   | at M-50  | Road Capital Preventive Maintenance | 1.016  |        | \$     | CON    |        |        |  |
| Eaton                                      | M-100                  | from Doane Highway to Strange Highway                                  | Road Capital Preventive Maintenance | 1.587  |        | \$     | CON    |        |        |  |
| Monroe                                     | US-24                  | from Yargerville Road to Southpointe Parkway                           | Road Capital Preventive Maintenance | 2.588  |        | \$/CON |        |        |        |  |
| Monroe                                     | US-24                  | from Hurd Road to M-125  | Road Capital Preventive Maintenance | 1.282  |        | \$/CON |        |        |        |  |
| Lenawee                                    | M-52                   | from Valley Road to M-50   | Road Capital Preventive Maintenance | 4.853  |        | \$/CON |        |        |        |  |
| Lenawee                                    | M-52                   | from M-50 to US-12   | Road Capital Preventive Maintenance | 4.259  |        | \$/CON |        |        |        |  |
| Jackson                                    | M-106                  | from Michigan Avenue to Ganson Street                                  | Road Capital Preventive Maintenance | 0.460  |        | \$     | CON    |        |        |  |
| Washtenaw                                  | US-12                  | from Carpenter Road to I-94  | Road Capital Preventive Maintenance | 2.073  |        |        | \$/CON |        |        |  |
|  |                        |  |                                     | 28.628 |        |        |        |        |        |  |
| UNIVERSITY REGION                          |                        |  |                                     |        |        |        |        |        |        |  |
| OPERATIONS                                 |                        |  |                                     |        |        |        |        |        |        |  |
| Livingston                                 | I-96                   | over Grand River Avenue interchange                                    | Reconstruction                      | 1.519  | \$/CON | CON    | CON    |        |        |  |
| Livingston                                 | I-96                   | EB over Grand River Avenue   | Bridge Replacement                  | 1.519  | \$/CON | CON    | CON    |        |        |  |
| Livingston                                 | I-96                   | WB over Grand River Avenue   | Bridge Replacement                  | 1.519  | \$/CON | CON    | CON    |        |        |  |
| Livingston                                 | I-96                   | over S Ore Creek   | Culvert Replacement                 | 1.519  | \$/CON | CON    | CON    |        |        |  |
| Livingston                                 | M-59                   | at Latson Road   | Minor Widening                      | 0.450  |        |        |        | \$/CON | CON    |  |
| Washtenaw                                  | US-23 BR               | M-14 EB at Barton Drive  | Traffic Safety                      | 0.750  |        |        |        | \$/CON | CON    |  |
| Livingston                                 | Kensington/I-96 W Ramp | Kensington Road from Larkins Road to Grand River Avenue                | Minor Widening                      | 0.890  |        |        |        |        | \$/CON |  |
| Ingham                                     | I-96 BL                | at the I-96/Cedar Street/Pennsylvania interchange                      | Traffic Safety                      | 0.592  |        |        |        |        | \$/CON |  |
| Eaton                                      | M-43                   | from Broadbent Road to I-96  | Traffic Safety                      | 1.174  |        |        |        |        | \$/CON |  |
| Washtenaw                                  | M-153 E                | at Plymouth Road   | Minor Widening                      | 0.452  |        |        |        |        | \$/CON |  |
| Livingston                                 | Highland/I-96 E Ramp   | I-96 at M-59   | Traffic Safety                      | 0.802  |        |        |        |        | \$/CON |  |
|  |                        |  |                                     | 11.186 |        |        |        |        |        |  |
| UNIVERSITY REGION                          |                        |  |                                     |        |        |        |        |        |        |  |
| ROAD - REHABILITATION AND RECONSTRUCTION   |                        |  |                                     |        |        |        |        |        |        |  |
| Monroe                                     | I-75                   | from Otter Creek to LaPlaisance Road                                   | Reconstruction                      | 3.234  | \$/CON | CON    | CON    |        |        |  |
| Ingham                                     | M-99                   | from north of Holt Highway to Edgewood Boulevard                       | Reconstruction                      | 2.376  |        | \$/CON |        |        |        |  |
| Hillsdale                                  | M-49                   | southern village limits of Camden to bridge over St. Joseph River      | Reconstruction                      | 0.960  |        | \$     | CON    |        |        |  |
| Monroe                                     | US-23                  | from School Road to Ida Center Road                                    | Reconstruction                      | 4.209  |        | \$/CON | CON    | CON    |        |  |
| Lenawee                                    | US-223                 | from Ogden Highway to High Street                                      | Road Rehabilitation                 | 6.669  |        |        | \$/CON |        |        |  |
| Jackson                                    | M-99                   | South Street north and east to Gibbs Road                              | Road Rehabilitation                 | 1.389  |        |        | \$/CON |        |        |  |
| Washtenaw                                  | US-23 N                | from M-14 to I-94  | Reconstruction                      | 7.316  |        |        | \$/CON | CON    |        |  |
| Washtenaw                                  | US-23 N                | over Oak Park and Washtenaw Heights Company Drive                      | Culvert Replacement                 | 7.316  |        |        | \$/CON | CON    |        |  |
| Eaton                                      | M-78                   | south of Sharkey Street to the Battle Creek River                      | Reconstruction                      | 1.220  |        |        | \$/CON | CON    |        |  |

=Projects funded with RBMP funds

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Note: Only \$ will show for projects with planned obligation and construction in the same year. Projects obligating in later years may also not show construction if outside the five-year time frame.

| 2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM |                     |  |                     |        |        |        |      |        |        |
|--|---------------------|--|---------------------|--------|--------|--------|------|--------|--------|
| UNIVERSITY REGION                          |                     |  |                     |        |        |        |      |        |        |
| ROAD - REHABILITATION AND RECONSTRUCTION   |                     |  |                     |        |        |        |      |        |        |
| COUNTY                                     | ROUTE (COMMON NAME) | LOCATION   | TYPE OF WORK        | LENGTH | 2024   | 2025   | 2026 | 2027   | 2028   |
| Washtenaw                                  | US-23 BR            | from I-94 Business Loop to M-14                          | Reconstruction      | 1.239  |        |        |      | \$/CON | CON    |
| Clinton                                    | US-127              | south of M-43 to south of Clark Road                     | Road Rehabilitation | 6.092  |        |        |      | \$/CON | CON    |
| Lenawee                                    | US-223              | from Brooks Highway to the south side of the M-34 Bridge | Road Rehabilitation | 9.751  |        |        |      | \$/CON | CON    |
| Clinton                                    | M-21                | from Morton Street to Scott Road                         | Reconstruction      | 1.300  |        |        |      | \$/CON |        |
| Eaton                                      | I-69                | from Vermontville Highway to I-96                        | Reconstruction      | 6.375  |        |        |      |        | \$/CON |
| Jackson                                    | I-94 BL             | from Dwight Street to Bender Street                      | Reconstruction      | 1.258  |        |        |      |        | \$/CON |
|  |                     |  |                     | 60.704 |        |        |      |        |        |
| UNIVERSITY REGION                          |                     |  |                     |        |        |        |      |        |        |
| TRAFFIC AND SAFETY - SAFETY PROGRAMS       |                     |  |                     |        |        |        |      |        |        |
| Jackson                                    | M-50                | at Clark Lake Road                                       | Traffic Safety      | 0.151  | \$/CON |        |      |        |        |
| Eaton                                      | Lansing Road        | at Millett Highway                                       | Traffic Safety      | 0.799  |        | \$     | CON  |        |        |
| Hillsdale                                  | US-127              | at Harper Road/Lewis Road                                | Traffic Safety      | 0.307  |        | \$/CON |      |        |        |
| Jackson                                    | M-60                | at Cross Road  | Traffic Safety      | 0.150  |        |        | \$   | CON    |        |
| Lenawee                                    | M-50                | at Matthews Highway                                      | Traffic Safety      | 0.060  |        |        |      |        | \$/CON |
|  |                     |  |                     | 1.467  |        |        |      |        |        |

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# Acronyms

|               |   |             |  |
|---------------|---|-------------|--|
| <b>5YTP</b>   | Five-Year Transportation Program            | <b>POE</b>  | Port of Entry                                    |
| <b>ADA</b>    | Americans with Disabilities Act             | <b>RBMP</b> | Rebuilding Michigan Program                      |
| <b>AIP</b>    | Airport Improvement Program                 | <b>RSL</b>  | Remaining Service Life                           |
| <b>ASP</b>    | Air Service Program                         | <b>SAF</b>  | State Aeronautics Fund                           |
| <b>BIL</b>    | Bipartisan Infrastructure Law               | <b>STC</b>  | State Transportation Commission                  |
| <b>BL</b>     | Business Loop                               | <b>STF</b>  | State Trunkline Fund                             |
| <b>BWB</b>    | Blue Water Bridge                           | <b>STIP</b> | State Transportation Improvement Program         |
| <b>CATA</b>   | Capital Area Transportation Authority       | <b>TAM</b>  | Transit Asset Management                         |
| <b>CTF</b>    | Comprehensive Transportation Fund           | <b>TSMO</b> | Transportation Systems Management and Operations |
| <b>EBA</b>    | Economic Benefits Analysis                  |             |  |
| <b>FAA</b>    | Federal Aviation Administration             |             |  |
| <b>FAST</b>   | Fixing America’s Surface Transportation Act |             |  |
| <b>FY</b>     | Fiscal Year                                 |             |  |
| <b>GHIB</b>   | Gordie Howe International Bridge            |             |  |
| <b>IRI</b>    | International Roughness Index               |             |  |
| <b>LBO</b>    | Local Bus Operating                         |             |  |
| <b>MAAS</b>   | Mobility as a Service                       |             |  |
| <b>MASP</b>   | Michigan Aviation System Plan               |             |  |
| <b>MDOT</b>   | Michigan Department of Transportation       |             |  |
| <b>MEDC</b>   | Michigan Economic Development Corp.         |             |  |
| <b>MM2045</b> | Michigan Mobility 2045                      |             |  |
| <b>MTPP</b>   | Michigan Transportation Program Portal      |             |  |
| <b>NBI</b>    | National Bridge Inventory                   |             |  |
| <b>OPT</b>    | Office of Passenger Transportation          |             |  |
| <b>PCI</b>    | Pavement Condition Index                    |             |  |
| <b>PCM</b>    | Pavement Condition Measure                  |             |  |
| <b>PE</b>     | Preliminary Engineering                     |             |  |
| <b>PEL</b>    | Planning and Environmental Linkages         |             |  |



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MICHIGAN DEPARTMENT  
OF TRANSPORTATION

2024-2028  
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